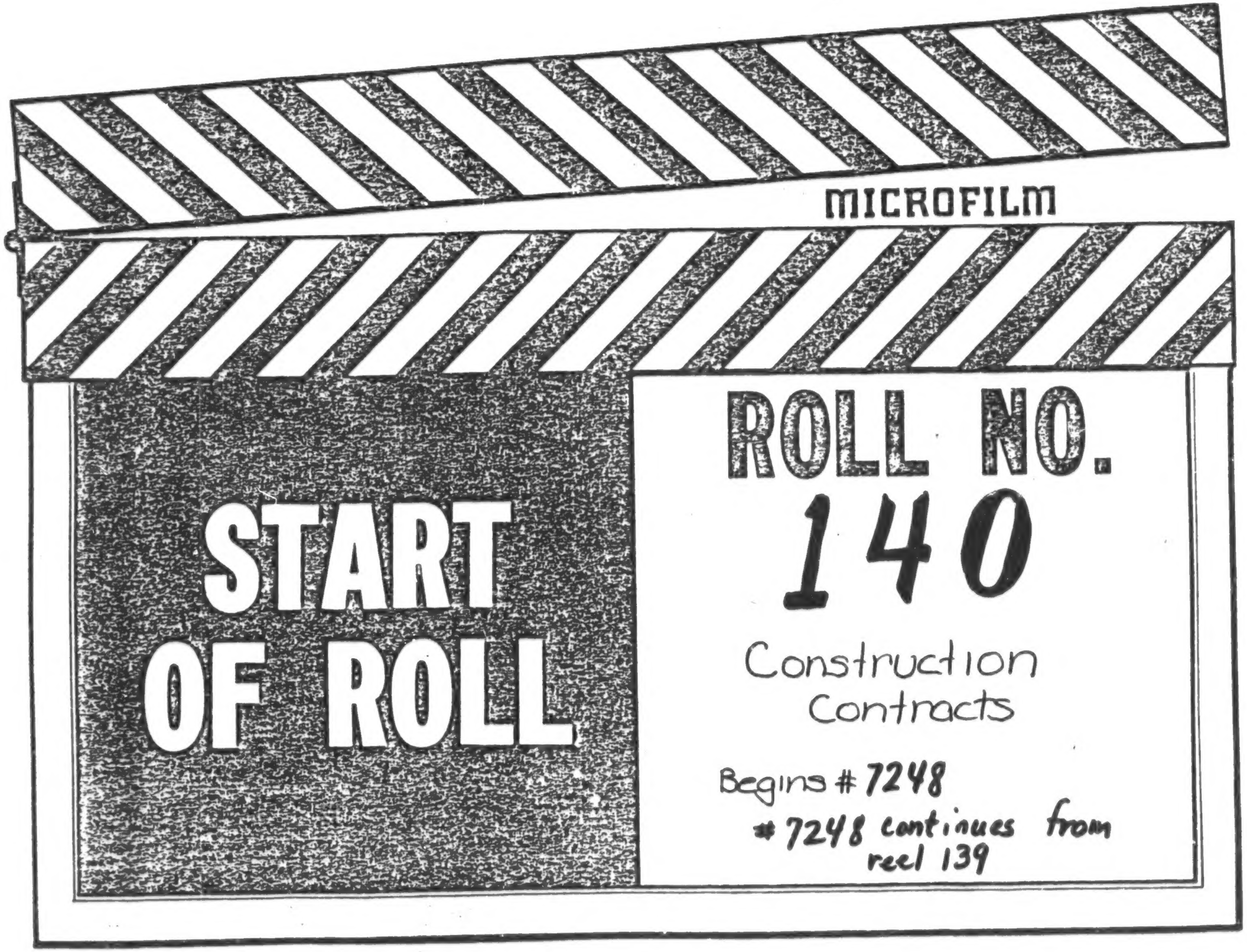


START OF ROLL

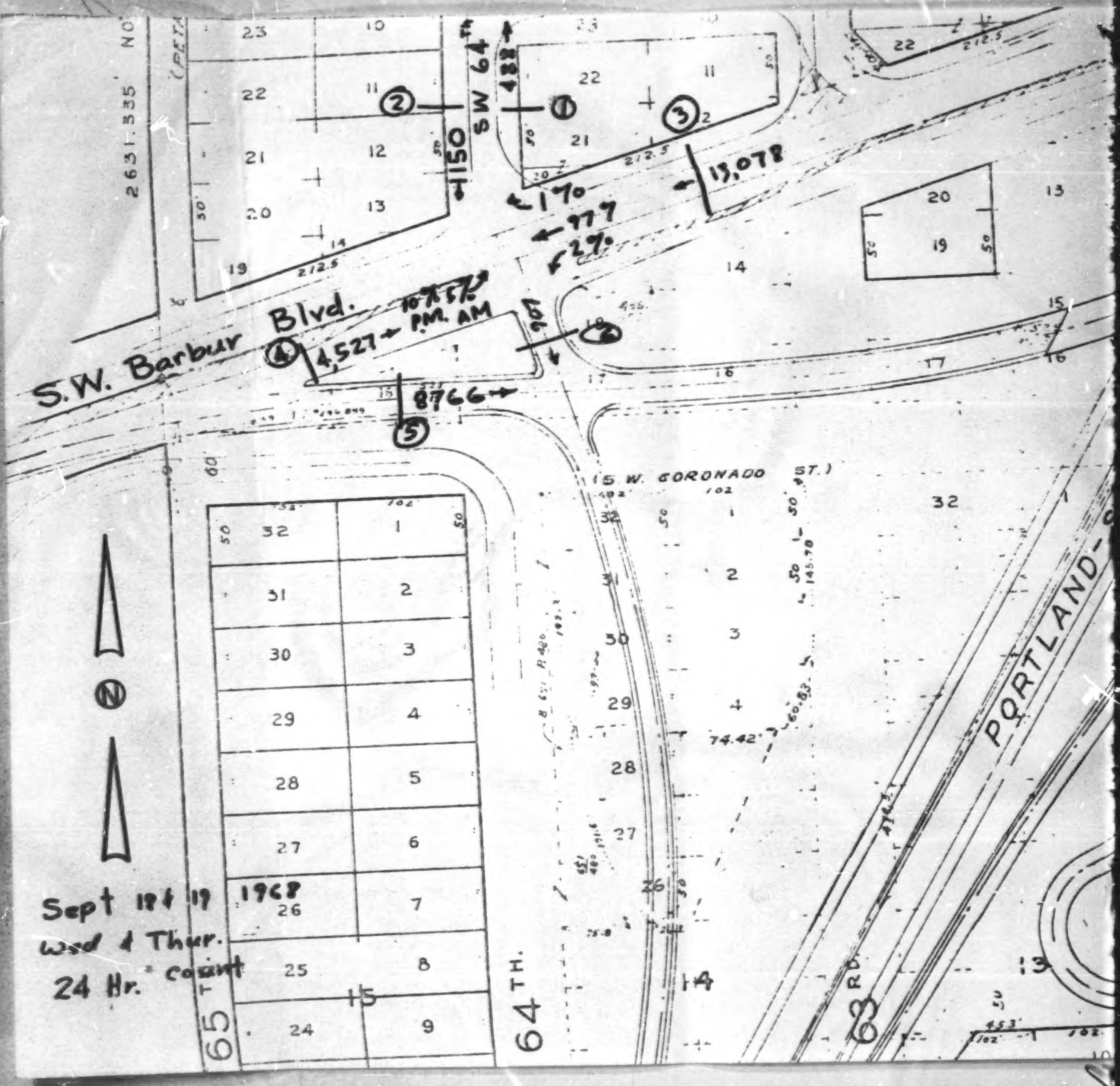
ROLL NO.
140

Construction
Contracts

Begins #7248
#7248 continues from
reel 139

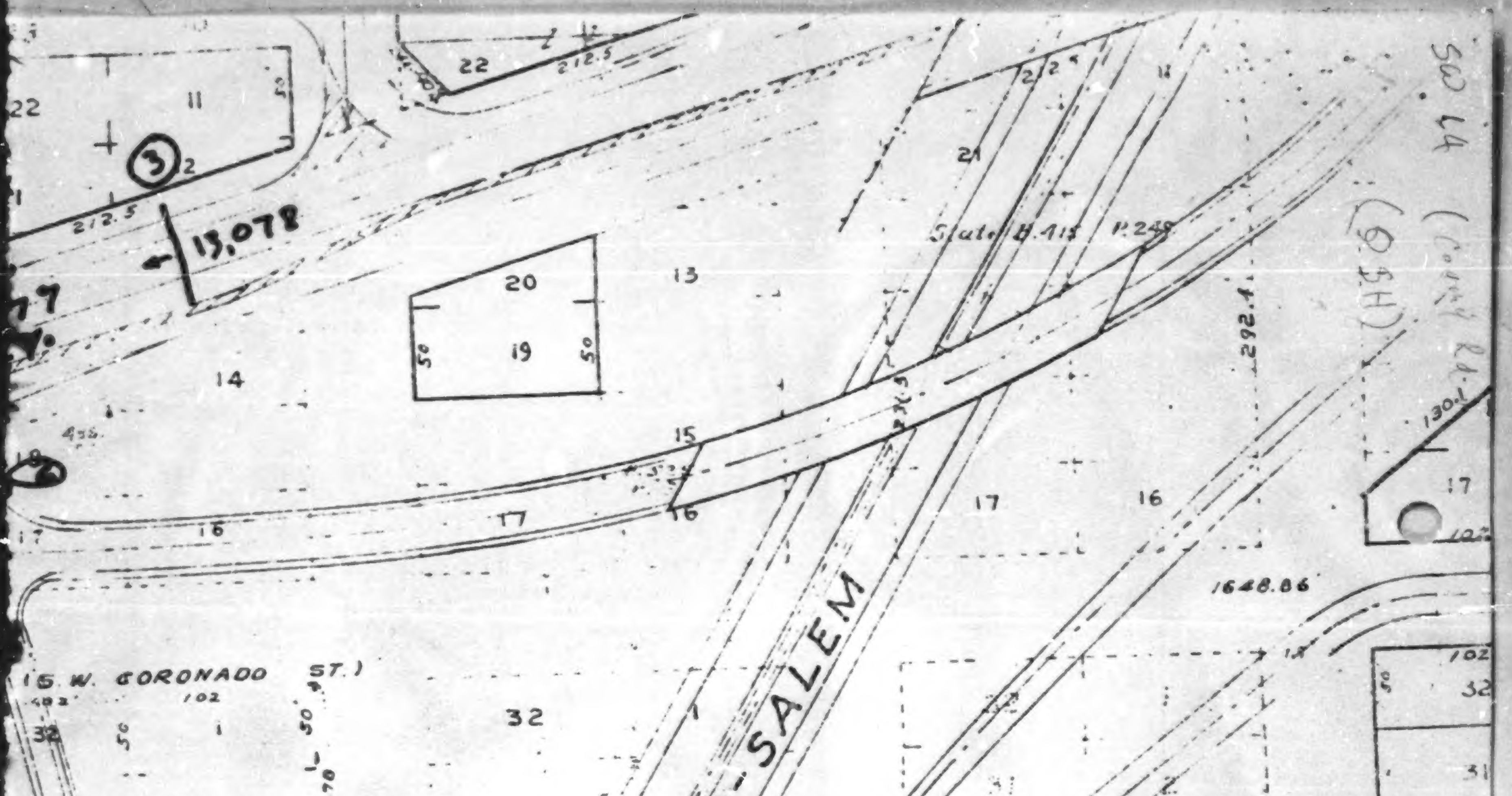
26-1626 SW Barbur Blvd. (Portland) Sec. 1969
Pacific Hwy. W. at 64th Avenue
#7248 (Traffic signals)

Cl A 3703



Sept 18 & 19 1968
Wed & Thur.
24 Hr. count

S.W. Barbur Blvd.
SW 64th
64TH
65TH
(S.W. CORONADO ST.)
PORTLAND-
2631.335 NO
①
②
③
④
⑤
488
150
170
977
2%
13,078
4,527
10% 5%
P.M. AM
907
8766
N



PORTLAND-SALEM
63 RD.
62 RD.
61 ST.
(S.W. CORONADO ST.)
State B. 415 P. 248
13,078
③ 2
212.5
1648.86
292.1
130.1
74.42
145.70
60.83
22
11
20
19
13
14
15
16
17
32
31
30
29
28
27
26
25
5
6
7
8
12
23
10

REQUESTED BY H. SHAW

TRAFFIC - COUNT - TAB

Date: Sept. 18, 19, 1968

Day: Wednesday & Thursday

Weather: Rain

Temperature: 50° - 65°

S.W. 64th AVENUE

@ Barbur Blvd.

* 105 per hr. req. for Signalization

Direc. Time	(1) 100' North North Bound			(2) 100' North South Bound			
A.M. 7-8	8			105			
8-9	16			76			
9-10	21			62			
10-11	20			35			
11-12	25			57			
P.M. 12-1	27			53			
1-2	34			50			
2-3	22			57			
3-4	39			75			
4-5	35			70			
5-6	47			67			
6-7	40			84			
7-8	64			90			
8-9	32			58			
9-10	25			59			
10-11	9			46			
11-12	11			27			
A.M. 12-1	5			12			
1-2	2			8			
2-3	2			11			
3-4	1			5			
4-5	0			3			
5-6	0			9			
6-7	3			31			
TOTAL	488			1150			
GRAND TOTAL							

REQUESTED BY H. S[illegible]W

TRAFFIC - COUNT - TAB

Date: Sept. 18, 19, 1968
Day: Wednesday & Thursday
Weather: Rain
Temperature: 50° - 65°

S.W. BARBUR BLVD.
@ 64th Avenue

Direc. Time	(3) 100' East West Bound			(4) 100' West East Bound			
A.M. 7-8	705			324			
8-9	703			279			
9-10	572			202			
10-11	583			226			
11-12	635			276			
P.M. 12-1	650			284			
1-2	648			255			
2-3	743			255			
3-4	925			310			
4-5	1429			421			
5-6	1632			343			
6-7	853			292			
7-8	625			304			
8-9	449			197			
9-10	468			153			
10-11	345			107			
11-12	325			73			
A.M. 12-1	199			67			
1-2	133			20			
2-3	73			14			
3-4	52			7			
4-5	44			9			
5-6	64			22			
6-7	223			87			
TOTAL	13,078			4,527			
GRAND TOTAL							

REQUESTED BY H. SHAW

TRAFFIC - COUNT - TAB

Date: Sept. 18, 19, 1968
Day: Wednesday & Thursday
Weather: Rain
Temperature: 50° - 65°

ON RAMP to I-5
from Barbur Blvd.

Direc. Time	(5) 100' West of 64th Ave.			(6) @ 64th Ave.			
A.M. 7-8	1230			87			
8-9	740			64			
9-10	447			62			
10-11	466			18			
11-12	454			42			
P.M. 12-1	460			55			
1-2	455			48			
2-3	481			39			
3-4	574			45			
4-5	656			56			
5-6	484			59			
6-7	458			49			
7-8	444			69			
8-9	257			39			
9-10	191			37			
10-11	168			32			
11-12	130			19			
A.M. 12-1	71			9			
1-2	31			7			
2-3	27			9			
3-4	24			7			
4-5	32			0			
5-6	98			12			
6-7	388			43			
TOTAL	8766			907			
GRAND TOTAL							

RECEIVED
SEP 11 1968
~~FOR FILING~~
26-1626
7248

September 11, 1968

Mr. M. James Gleason, Chairman
Multnomah County Board of
County Commissioners
Room 605, County Courthouse
Portland, Oregon 97204

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. W. Rulien

Dear Mr. Gleason:

As a part of our routine surveillance of highway accident intersections, it has come to our attention that there is a very severe accident record at the intersection of the Pacific Highway West (Barbur Boulevard) and S. W. 64th Avenue. It is believed that a much safer operation would prevail at this intersection if traffic signals were installed.

There are attached two copies of a formal agreement covering the installation of traffic signals at this intersection. It is proposed to signalize the intersection of S. W. 64th Avenue and Barbur Boulevard and also the intersection of S. W. 64th Avenue and the northbound on-ramp to the freeway. The estimated cost of the installation is $40,000.

In keeping with our standard policy, the agreement asks that Multnomah County agree to pay one-half the cost of the original installation and to care for future maintenance and power consumption.

It would be appreciated if you would sign this agreement and return both copies to this office. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

cc Mr. L. W. Aylsworth
Commissioner

Mr. David Eccles
Commissioner

Mr. Dan Mosee
Commissioner

Mr. Mel Gordon
Commissioner

VPJ:ji:mk ja

RECEIVED
APR 2? 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~DAVID B. SIMPSON, MEMBER~~
FRED W. HILL, MEMBER
PENDLETON

Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~

P.O. Box 02157
Portland 97202
April 19, 1968

26-1626
7248

6199
64th &
Barbur
Blvd

Mrs. Dorothy O'Dell
6122 S.W. Evelyn Street
Portland, Oregon 97219

Dear Mrs. O'Dell:

We have studied the traffic problems in the vicinity of S.W. 64th and Highway 99W. We feel that the alternate routings available in this general area do not lend themselves to the closing off of the freeway entrance as proposed in your letter.

We are developing a plan for signalizing this area. The signals will be contracted at a future date when plans have been developed and when funds are available. We appreciate your interest in this matter.

Very truly yours,

L. W. Rulien
Division Engineer

LWR:fb
bcc Tom Edwards
F. B. Crandall
B. P. Huntley

NOTED
TOM EDWARDS

RECEIVED
APR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1968

26-1626
7248

11

SP-23687-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

April 16, 1968

SUBJECT: Traffic Conditions
Pacific Hwy. West @
64th Avenue
US99W - Hwy. 1W - M.P. 7.56

Assignment TE 6488

6488 To: L. W. Bullen
Division I Engineer
MILWAUKIE

Mr. Edwards and I have discussed traffic conditions at the intersection of 64th Avenue and Barbur Boulevard, and also at the intersection of 64th Avenue and the northbound on-ramp to Interstate 5.

We do not wish to sever this connection because adequate alternate travel patterns do not exist for traffic generating in the area north of Barbur Boulevard. We are, however, starting immediate planning work to design a traffic signal installation at both of these intersections together with adequate advance warning devices. It is felt that this will provide a better level of service to the traffic in the area. The installation will be contracted at a future date, at such time as our planning and design work has been completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards ✓ This completes TE 6488

NOTED
TOM EDWARDS

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-90 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 4, 1968

SUBJECT: Traffic Conditions
Pacific Hwy. West @
64th Avenue
US99W - Hwy. 1W - M.P. 7.56

To: Tom Edwards
Assistant State Highway
Engineer
BUILDING

Attached is a report from the division office concerning the possibility of closing the island opening leading to the southbound Interstate 5 on-ramp at 64th Avenue and Barbur Boulevard.

If you recall, we studied this possibility about one year ago and decided at that time to take no action, since there were no alternate paths to the freeway for southbound traffic from the 64th Avenue area. Since the opening of the Beaverton-Tigard Expressway, an alternate path for this movement has been provided. I agree with Larry and Ron in their recommendation as shown on the plan.

If you approve of this work, I will work with the division office to accomplish the closure.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

APR 5 - 1968
TRAFFIC ENGINEERING

RECEIVED
APR - 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~

RECEIVED
MAR 30 [illegible]
TRAFFIC ENGINEERING

P.O. Box 02157
Portland 97202
March 28, 1968

Mrs. Dorothy O'Dell
6122 S.W. Evelyn Street
Portland, Oregon 97219

Dear Mrs. O'Dell:

RE: Suggestions for Traffic
Movement at Hwy. 99W and
S.W. 64th Avenue - Tigard

This will let you know that we are studying traffic movements and possible alternate routes and methods of handling traffic in the vicinity of S.W. 64th and Highway 99W. We will, on conclusion of our investigation, respond to your letter of March 8, 1968.

Very truly yours,

L. W. Rulien
Division Engineer

LWR:fb
bcc F. B. Crandall

NOTED
F. B. CRANDALL

NOTED
TRAFFIC CONTROL
ENGR.

NOTED
L.E. GEORGE

FORM E-301—50M—7-60 SP*28811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 26, 1968

SUBJECT: Re Traffic Conditions
Pacific Highway West
@ 64th Avenue
US99W - Hwy 1W - M.P. 7.56

To: Mr. F. B. Crandall
Traffic Engineer
Salem

This office has received a letter from Mrs. Dorothy O'Dell of 6122 S.W. Evelyn Street, Portland, regarding traffic conditions at the subject intersection. This location has been the subject of past investigations, the most recent being our report dated October 17, 1966 as a result of this area being on the High Rural Accident Rate Sections during the year 1965. Mrs. O'Dell's suggestion is similar to the recommendation contained in the October 17 report, which says "....that traffic now desiring to go north on Interstate 5 could use US99E (from S.W. 64th Avenue). Those desiring to go southbound on Interstate 5 can proceed west on US99W to the new Tigard Interchange and proceed south on the Beaverton-Tigard Highway eliminating the need for this connection."

Attached you will find a revised collision diagram of the intersections of 64th Avenue with US99W, as well as the 64th Avenue connection to the northbound and southbound ramps to Interstate 5. As may be seen on these collision diagrams, the majority of the accidents are of a type which could be eliminated by the closure of the connection to Interstate 5. For additional details as to traffic volumes, physical conditions, signal warrants and capacity computations, you are referred to the October 1966 report.

Attached you will find a copy of the plan which would accomplish the closure of this ramp connection to Interstate 5 from S.W. 64th Avenue intersection. The elimination of the crossing and turning movements to the ramp would allow for a protected movement from S.W. 64th Avenue to eastbound on Barbur Boulevard.

It is requested that this proposal be reviewed as a possible solution to this continuing intersection problem.

[illegible]

R. V. Failmezger
Division Traffic Engineer

RVF:jem:nlb

NOTED
L.E. GEORGE

Encl.
cc: F. B. Crandall
L. V. Dalton

133-8316 Shaniko-Clarno Rock Production 1969
Proj., Shaniko-Fossil Hwy., S.
#7249 of The Dalles

RECEIVED
NOV 1 - 1969
FOR FILING

133-8316
7249

September 24, 1969

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7249 awarded to Babler Bros., Inc., for rock production on the Shaniko-Clarno Section of the Shaniko-Fossil Highway in Wasco County was completed on August 20, 1969, and accepted by the Highway Commission on September 23, 1969.

Final payment in the amount of $20,371.45 will be released to the contractor after September 30, 1969. The total contract amount is $30,787.93 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

bc J. F. Putnam
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 24 1969
FOR FILING

133-8316
7249

September 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 20, 1969, on Contract No. 7249. The contract was with Babler Brothers, Inc., and was for rock production on the Shaniko-Clarno Section of the Shaniko-Fossil Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 23, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

133-8316
7249

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shaniko - Clarno

WEEK ENDING: September 6, 1969

SECTION PREFIX: 133-8316

HIGHWAY: Shaniko - Fossil

COUNTY: Wasco

NAME OF JOB: Shaniko - Clarno

KIND OF WORK: Rock Production

CONTRACTOR: Babler Brothers, Inc.

CONTRACT NUMBER: 7249

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: July 1, 1969

ESTIMATED COMPLETION DATE: August 20, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: N/A

SPECIFIED CALENDAR DAYS: N/A

WORK DAYS USED: N/A

CALENDAR DAYS USED: N/A

SPECIFIED COMPLETION DATE: July 15, 1969

PERCENT OF TIME ELAPSED: 142%

PROJECT AUTHORIZATION: $ 44,712.25

EXCLUSIVE OF ENGINEERING: $ 40,807.25

ENGINEERING AUTHORIZATION: $ 3,905.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,787.95*

ENGINEERING COST TO DATE: $ 2,714.78

Cost this week 159.72

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.5 %

PERCENT OF AUTHORIZATION: 69.5 %

DATE PROJECT WAS COMPLETED: August 20, 1969

Including Engineering: UNDERRUN 4.5% *

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,696.5 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,696.5 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None used

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	P. Cloudy			
WEDNESDAY	P. Cloudy			
THURSDAY	P. Cloudy			
FRIDAY	Clear			
SATURDAY	Clear			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glehn
Litchfield
Gallagher
Stein

RECEIVED
SEP 8 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work, project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to Division Office on September 3, 1969. Some additional data has not yet been received from the contractor, however, this is expected during the forthcoming week and will be submitted as soon as received.

This will be the last weekly report for this project.

SIGNED J. S. Sawyer J. S. Sawyer, Res. Engr.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
SEP 26 1969
FOR FILING

133-8316
7249

August 25, 1969

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

#7

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an extension of the specified completion date to August 15, 1969, on Contract No. 7249 for the Shaniko-Clarno Rock Production Project on the Shaniko-Fossil Highway in Wasco County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

aj

cc F. D. Morgan
V. E. Skoog
J. F. Putnam
J. S. Sawyer

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1969

SUBJECT: Extension of Time
Shaniko-Clarno Section
Shaniko-Fossil Highway
Contract No. 7249

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Babler Bros., Inc., contractor on the subject contract, the attached request for an extension of the specified completion date from July 15 to August 15, 1969. The contractor cites right of way problems between the Highway Department and the owner of land adjacent to an access road to a quarry site as being the reason for the delay.

The Division office advises that there was no right of way problem. The adjacent property owner had our permission to lock the quarry access gate to prevent trespassing. He was not contacted concerning the removal of the lock until June 18, 1969 as prior to then the contractor would not provide a date when he intended to start work on the crushing. He did not actually start any work until July 1, 1969 and was just setting up his crusher last week. This is a rock production project awarded April 22 with a July 15 specified completion date.

We recommend that the contractor's request be denied. Liquidated damages on this State project accrue at the rate of $50 per day. The anticipated completion date is August 15, 1969 at which time $1,550 in liquidated damages will have been charged.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc: V. L. Gallagher

RECEIVED
AUG 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7249 Contractor Babler Brothers, Inc.

Highway Shaniko - Fossil

Section Shaniko - Clarno

Kind of Work Rock Production

It is recommended that such extension be ~~granted as requested~~ denied under the following terms and conditions:

Contract records do not indicate any right of way problems. No extension is justified.

Contract No.	7249
Project designation (State—Federal)	State
Date awarded	April 22, 1969
Work started	July 1, 1969
Per cent completed	0 % July 28, 1969 (Date)
Specified completion date	July 15, 1969
Previously extended to	N/A
Extension requested to	~~[illegible]~~ None

Recommended for Approval:

Division Engineer

for John A. Bond
Construction Engineer or Bridge Engineer

Klaboe
~~Assistant~~ State Highway Engineer

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date July 23, 1969

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from July 15, 1969, to August 15, 1969, within which to complete our Contract No. 7249 described as follows:

Rock Production
Shaniko-Clarno Section
Shaniko-Fossil Highway
Wasco County, Oregon

The above request is based upon the following reasons:

Right-of-Way problems between the Highway Department and owner of land adjacent to access road to quarry site caused delay until July 1, 1969, on which date Resident Engineer notified contractor that he had permission to move in.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By
Lloyd Babler, President

CONSENT OF SURETY

Date July 25, 1969, 19

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

G. P. Dinneen
Attorney-in-fact

(SEAL)

G. P. Dinneen
Resident Agent

State Printing 97813

The Travelers Indemnity Company

Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— G. P. Dinneen of Spokane, Washington ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

——— This power of attorney revokes that dated April 15, 1963 on behalf of G. P. Dinneen ———

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 20th day of May 1969.

SEAL

THE TRAVELERS INDEMNITY COMPANY

By Wm A. Shrake

Secretary, Fidelity and Surety

State of Connecticut, County of Hartford—ss:

On this 20th day of May in the year 1969 before me personally came Wm. A. Shrake to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

does hereby make, constitute and appoint

——— G. P. Dinneen of Spokane, Washington ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

——— This power of attorney revokes that dated April 15, 1963 on behalf of G. P. Dinneen ———

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 20th day of May 1969.

THE TRAVELERS INDEMNITY COMPANY

By Wm A. Shrake

Secretary, Fidelity and Surety

State of Connecticut, County of Hartford—ss:

On this 20th day of May in the year 1969 before me personally came Wm. A. Shrake to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

Margaret D. Tuttle

Notary Public

My commission expires April 1, 1974

MARGARET D. TUTTLE

S-1869 PRINTED IN U.S.A. 766

(Over)

CERTIFICATION

I, E. A. Houser III, Assistant Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 25 day of July 1969.

EAHouser
Assistant Secretary, Fidelity and Surety

S-1000 (BACK)

RECEIVED
AUG 11 1969
FOR FILING

133-8316

7249

August 8, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 7
August 19, 1969 meeting

Babler Bros., Inc., contractor on the Shaniko-Clarno Section of the Shaniko-Fossil Highway in Wasco County, Contract No. 7249, has requested an extension of the specified completion date from July 13 to August 13, 1969. The contractor cited right-of-way problems as a reason for this request.

There were no right-of-way problems on this project. The contractor apparently refers to the quarry access road which had a locked gate until we had an indication from the contractor of his intention to utilize the quarry and start work.

I recommend that the contractor's request be denied, as we can find no valid reason for an extension. If the contract is completed at the present estimated date of August 13, $1,330 in liquidated damages will have been assessed.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
J. F. Putnam

JAB/DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. [illegible] Contractor Babler Brothers, Inc.

Highway Shaniko - Fossil

Section Shaniko - Clarno

Kind of Work Rock Production

It is recommended that such extension be ~~granted as requested~~ denied under the following terms and conditions:

Contract records do not indicate any right of way problems. No extension is justified.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

F. B. Klaboe
Assistant State Highway Engineer

Contract No.	[illegible]
Project designation (State—Federal)	State
Date awarded	April 22, 1969
Work started	July 1, 1969
Per cent completed (Date)	0 % July 20, 1969
Specified completion date	July 15, 1969
Previously extended to	N/A
Extension requested to	None ~~[illegible]~~

Form E-120-10M-9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date July 23, 1960

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from July 15, 1960, to August 15, 1960, within which to complete our Contract No. 7249, described as follows:

Rock Production
[illegible]-Clarno Section
Shaniko-Fossil Highway
Wasco County, Oregon

The above request is based upon the following reasons:

Right-of-way problems between the Highway Department and owner of land adjacent to access road to quarry site caused delay until July 1, 1960, on which date Resident Engineer notified contractor that he had permission to move in.

Respectfully submitted,

[illegible] BROS., INC.
Contractor

By Lloyd [illegible], President

CONSENT OF SURETY

Date July 25, 1960, 19

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

G. F. [illegible]
Attorney-in-fact

(SEAL)

G. F. [illegible]
Resident Agent

State Printing 97813

RECEIVED
MAY 28 1969
FOR FILING

133-8316

7249

May 22, 1969

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7249 for rock production on the Shaniko-Clarno Section of the Shaniko-Fossil Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

cc: The Travelers Indemnity Company
D. J. Barbee
F. D. Morgan
I. D. Merchant
J. F. Putnam
J. S. Sawyer

RECEIVED
MAY 13 1969
FOR FILING

133-8316

7247

May 12, 1969

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7249 for $39,090 awarded to you by the State Highway Commission on April 22, 1969. This contract is for rock production on the Shaniko-Clarno Section of the Shaniko-Fossil Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 15, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Marchant
H. W. McCauley (SIAC)
J. S. Sawyer
J. F. Putman

36-1604 Third Street at Davis & Ford Sts. 1969
(McMinnville) Sec., Salmon R. Hwy.
#7250 Spur (Traffic signals)

C4A 3704

7250

File

ROY KILPATRICK

LAWYERS

B. J. MATZEN

JOHN DAY, OREGON 97845
P. O. BOX 385
TELEPHONE 575-0320

KATHERINE J. EISMANN
CHARLOTTE BLANK
PROFESSIONAL ASSISTANTS

LAURA LEE ROSE
SECRETARY

7250

RECEIVED
STATE HWY ENGR
JAN 26 '73
REFER TO
FOR
Info

January 25, 1973

Mr. F. B. Klaboe
State Highway Engineer
Oregon State Highway Division
Salem, Oregon, 97310

R.E. SPROUL - Highway fencing

It will undoubtedly be necessary to have a court determine the veracity of the individuals involved.

ROY KILPATRICK
hbs

cc: R. E. Sproul

RK

1-26-73
Lindaas ✓
Klaboe
cy Johnson
Mashing
Kenny
Schwartz

NOTED
F. B. KLABOE

RECEIVED
MAR 5 - 1970
FOR FILING

36-1604
7250

#1

3g

February 10, 1970

Power City Electric, Inc.
P. O. Box 2663
Pasco, Washington 99302

Gentlemen:

The State Highway Commission at its meeting on February 3, 1970, considered your request for an additional two calendar days on Contract No. 7250 for traffic signals on Third Street at Davis and Ford Streets in McMinnville on the Salmon River Highway Spur in Yamhill County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc: F. B. Morgan
Ivan Merchant
V. L. Strong
L. W. Mullen
Enrique Rodriguez

RECEIVED
JAN 27 1970
FOR FILE
36-1604
7250

January 27, 1970

American Casualty Company
Washington Street at Madison
Reading, Pennsylvania

Gentlemen:

Contract No. 7250 awarded to Power City Electric, Inc., for traffic signal installation on Third Street at Davis and Ford Streets in McMinnville on the Salmon River Highway Spur in Yamhill County was completed on November 17, 1969, and accepted by the Highway Commission on January 26, 1970.

Final payment in the amount of $744.49 will be released to the contractor after February 3, 1970. The total contract amount is $15,018.36 including $160.36 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Power City Electric, Inc.
P. O. Box 2613
Pasco, Washington 99301

Frank Morgan
Ivan Merchant
V. E. Strong
Attn: John Kerr
L. W. Rulien

RECEIVED
JAN 27 1970
FOR FILING

36--1604

7250

January 26, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 17, 1969, on Contract No. 7250. The contract was with Power City Electric, Inc., and was for a traffic signal installation on the Third Street at Davis and Ford Streets (McMinnville) Section of the Salmon River Spur Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 26, 1970, and that you concur in this procedure at the Commission meeting on February 3.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
L. W. Rulien

srb NR

RECEIVED
JAN 14 1970
FOR FILING

36-1604
7250

January 13, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
February 3, 1970 meeting

Power City Electric, Inc., contractor for the installation of traffic signals on Third Street at Davis and Ford Streets on the Salmon River Highway (McMinnville Spur), Yamhill County, Contract 7250, has requested that he be granted two additional calendar days to complete the contract work without assessment of liquidated damages. The contractor contends that late delivery of the poles and mast arms prevented him from completing the work within the time allotted.

The contract was awarded May 9, 1969, and allotted 180 calendar days to complete the work. This forecast a completion date of November 16, 1969. The work was completed November 17, 1969, with 181 calendar days charged. This is an overrun of one calendar day.

Late delivery of materials is not a reason within the language of the specifications for an extension of time without assessment of liquidated damages.

I recommend the request be denied and that the contractor be assessed liquidated damages for the excess time consumed. This amounts to $20.

This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

L. W. Rulien

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
V. E. Skoog

CAG:dh sr

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 24 1969
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7250 Contractor Power City Electric, Inc.

Highway Salmon River Highway Spur

Section McMinnville: Third St. at Davis & Ford Sts.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Deny the request as late delivery of material is not a reason for an extension of time without assessment of liquidated damages. Poles and mast arms are not considered critical materials.

Recommended for Approval:

Division Engineer

Ivan D Merchant
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No. 7250

Project designation State
State-Federal

Date awarded May 9, 1969

Work started October 13, 1969

Per cent completed 100; Nov. 17, 1969
Date

No. of Workdays Allowed 180

No. of Workdays Used 181

No. of Added Workdays Requested 21

[illegible]

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 21, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 182 days, within which to complete our Contract No. 7250, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Late delivery of poles and arms.

Respectfully submitted,

Power City Electric, Inc.
Contractor

By George T Crothers
George T. Crothers

CONSENT OF SURETY

Date November 24, 1969

We, American Casualty Company of Reading, Pennsylvania, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George W. Kombol
Attorney-in-fact
George W. Kombol

(SEAL)

Resident Agent

RECEIVED
JUN 5 - 1969
FOR FILING
36-1604

7250

June 4, 1969

Power City Electric, Inc.
P. O. Box 2663
Pasco, Washington 99302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7250 for traffic signal installation on Third Street at Davis and Ford Streets in the City of McMinnville on the Salmon River Highway Spur in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: American Casualty Company
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. W. Rulien
Enrique Rodriques

RECEIVED
JUN 26 1969
FOR FILING

36-1604

7250

May 9, 1969

Power City Electric, Inc.
P. O. Box 2663
Pasco, Washington 99302

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for traffic signal installation at Third Street at Davis and Ford Streets in the City of McMinnville on the Salmon River Highway Spur in Yamhill County for the sum of $14,888 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of McMinnville is received and the sum of $8,650 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7250.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 21, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
Enrique Rodriques
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley

RECEIVED
MAY 9 1969

REFERRED TO
Tom Edwards
BY SECRETARY
Copy to Crandall

36-1604
7250

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING ° SALEM, OREGON ° 97310 ° Phone 364-2171

April 25, 1969

Mr. Joe W. Dancer
City Manager
City Hall
McMinnville, Oregon 97128

Dear Mr. Dancer:

On April 17 bids were opened for the installation of traffic signals at the intersections of Third Street with Ford and Davis Streets in the city of McMinnville.

The low bid was $14,888. Engineering and contingencies, which are estimated at 14½ percent, will be $2,158. The total estimated cost of the project at this time then becomes $17,046. By the terms of the agreement, the City is to pay one-half of this cost.

If you will submit the City's check in the amount of $8,523, we will proceed to award the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards

Tom Edwards
Assistant State Highway Engineer

check No. 2733 for 8,523.00
to Acctg Div. 5-8-69
T.E.

NOTED
TOM EDWARDS

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

573
26

RECEIVED

RECEIVED
APR 24 1969
FOR FILING

36-1604
7250

4-9

3-11-69

MISC. CONTRACTS and
AGREEMENTS No. 3704

March 13, 1969

City of McMinnville
City Hall
McMinnville, Oregon 97128

Attention: Joe W. Dancer
City Administrator

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering installation of traffic signals at the intersections of Third Street and Ford Street and Third Street and Davis Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Attachment

cc F. B. Crandall
(conformed agreement attached)

RECEIVED
FEB 14 1969

FOR FILING

36-1604

7250

February 13, 1969

Oregon State Highway Commission

Gentlemen:

Traffic conditions on the McMinnville Spur of the Salmon River Highway have become congested to the point that it is necessary and expeditious to install interconnected pre-timed traffic signals at the intersections of Third Street and Ford Street and Third Street and Davis Street in the City of McMinnville.

The estimated cost of the two signals is $14,000. The City of McMinnville has agreed to share equally in the initial installation expense and to assume the cost of maintenance and the electrical energy.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

TE:ja lms
bc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
L. W. Rulien

1

RECEIVED
JUL 19 1968

FOR FILING
36-1604

7250

July 19, 1968

Mr. Joe W. Dancer
City Administrator
City Hall
McMinnville, Oregon 97128

6735

Dear Mr. Dancer:

This will acknowledge your letter of July 12 stating that the City Council had approved participation in the installation of traffic signals at the intersection of Third Street with Ford and Davis Streets.

The State Highway Department will not be prepared to call for bids for this project before this fall. An agreement will be prepared and submitted to the City for execution prior to calling for bids.

I wish to thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

VPJ:ji ja

CITY OF
McMinnville
CITY HALL • Telephone 472-6191
McMINNVILLE, OREGON 97128

July 12, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

The City Council instructed me to inform you that they have budgeted a sufficient amount in the city's 1968-'69 budget to take care of the necessary signals, etc., that you outlined in your letter addressed to me March 26, 1968. If you will recall, I was in your office after that date to discuss our Third Street traffic problem in more detail.

We have withheld notifying you of the Council's decision until our budget was adopted. I informed the Council of our discussion and, as outlined in your letter, that the Highway Department was not in a position to program the signals for construction at the present time. They hope that you will be able to do this as soon as possible.

Sincerely,

Joe W. Dancer

Joe W. Dancer
City Administrator

JWD/rh

RECEIVED
JUL 16 1968
TRAFFIC ENGINEERING

RECEIVED
JUL 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Bud
[illegible]

FORM 8-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

36-1604

7250

April 1, 1968

Mr. Joe Dancer
City Administrator
City Hall
McMinnville, Oregon

Dear Mr. Dancer:

In our letter to you of March 26, we quoted a figure of $14,000 estimated cost for the signal installations at the intersections of Third and Davis and Ford and Davis.

You query as to whether the $14,000 was the total estimated cost or the City's share. The cost quoted is the estimated total for the two installations, of which the City's share would be $7,000.

You also requested copies of the traffic count information as obtained from the recent field audit. A summary of these counts is attached.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

Enc.

FBC:mje

bc: Tom Edwards

RECEIVED
APR - 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

13-1109 Burns-Buchanan Paving Project 1969
Central Oregon Highway
#7251

RECEIVED
MAY 19 1970
FOR FILING

13-1109
7251

May 18, 1970

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $123.75 will be made to E. H. Itschner Company on Contract No. 7251 for paving on the Burns-Buchanan Section of the Central Oregon Highway in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $554,283.83 including the post-final payment. Of the total, $8,233.56 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Great American Ins. Company
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

E. H. Itschner Company
Route 3, Box 40
Molalla, Oregon 97038

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
MAY 13 1970
[illegible]

13-1109

7251

May 13, 1970

Wells-Reed-Wood-West Company
412 Failing Bldg.
Portland, Oregon 97204

Gentlemen:

Contract No. 7251 awarded to E. H. Itschner Company for paving on the Burns-Buchanan Section of the Central Oregon Highway in Harney County was completed on December 4, 1969, and accepted by the Highway Commission on May 12, 1970.

Final payment in the amount of $13,285.51 will be released to the contractor after May 20, 1970. The total contract amount is $554,160.08 including $8,233.56 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc
Great American Ins. Co.
Pacific NW Regional Office
2220 Ninth Avenue
Seattle, Washington 98121

E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon 97038

bc
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
MAY 18 1970
[illegible]

13-1169
7251

May 12, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed December 4, 1969, on Contract No. 7231. The contract was with E. H. Itschner Company and was for paving on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 12, 1970, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

13-1109
7251

C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burns - Buchanan

WEEK ENDING: January 10, 1970

SECTION PREFIX: 13-1109

HIGHWAY: Central Oregon

COUNTY: Harney

NAME OF JOB: Burns - Buchanan

KIND OF WORK: Paving

CONTRACTOR: E. H. Itschner Co.

CONTRACT NUMBER: 7251

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: June 11, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 192

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 128

PROJECT AUTHORIZATION: $ 664,079.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 610,907.00

ENGINEERING AUTHORIZATION: $ 53,172.00

*Cost this week 2,811.72

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 609,281.26

ENGINEERING COST TO DATE: $ 55,983.72

DATE PROJECT WAS COMPLETED: December 4, 1969

ESTIMATED PERCENT: UNDERRUN 0.27 %

PERCENT OF AUTHORIZATION: 105%

* Includes charges from others, 2,032.45 and also labortary charges 494.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					21.67
MILES PARTIALLY COMPLETED					21.67
MILES COMPLETED					18.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)					71,171
TOTAL QUANTITIES CORRECTED TO DATE					69,496.69
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					69,496.69
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 12 1970
CONSTRUCTION
DIVISION

Routing

NOTED
BEN GIFFORD R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Transetman, Mahan, sick all week.
Resident Engineer, and Tech. 1, Batchelder, in office Monday, Thursday, and Friday. On other project Tuesday and Wednesday.

Tech. 1, Berg, has been assisting Resident Engineer Blickenstaff at John Day.

Semi-final completed . To Division Office on Jan. 9, 1970.

SIGNED L. C. Johnson LOCATION Milton-Freewater
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

C

RECEIVED
JAN 27 1970

FOR FILING
13-1109
7251

December 30, 1969

R. H. [illegible] Company
Route 3, Box 48
Molalla, Oregon 97038

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered your request for a 63 calendar workday time extension on Contract No. 7251 for paving the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

The Commission granted you a 42 calendar workday extension to the date of completion, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc F. B. Morgan
V. L. Hoag
H. S. Coulter
L. G. Johnson

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1969

SUBJECT: Extension of Time
Burns-Buchanan Section
Central Oregon Highway
Contract No. 7251

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from E. H. Itschner Company, contractor on the subject contract, the attached request for an extension of 63 calendar workdays. The contractor's request is based on an increase in paving which was added to the original contract.

A Price Agreement was negotiated to thicken and widen the pavement to provide a more suitable finished roadway surface in July of 1969. This increased the A. C. 21,000 tons or a 42-percent increase over the bid quantity. The A. C. design mix was also modified to provide more asphalt due to the high porosity of the A. C. aggregates. This resulted in overruns on contract work totaling $188,015. The overruns were approved by the Highway Commission on July 8 and September 30, 1969. Based on a time-money relationship, the overruns justify an extension of 78 calendar workdays.

The contract was completed on December 4, 1969 at which time 192 calendar workdays had been charged. This represents $4,200 in liquidated damages based on $100 per day. We recommend that the calendar workdays be increased by 42. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7251 Contractor E. H. Itschner Co.

Highway Central Oregon

Section Burns - Buchanan

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be GRANTED. The reasons for such recommendation are as follows:

Paving work added to the contract justifies an increase of 42 calendar workdays.

Recommended for Approval:

C. O. Fredrickson
Ast. Division Engineer

John A. Beal
& Construction Engineer ~~or Bridge Engineer~~

F. Klaboe
Assistant State Highway Engineer

Contract No. 7251

Project designation State
State-Federal

Date awarded April 22, 1969

Work started June 11, 1969

Per cent completed 100% 12-4-69
Date

No. of Calendar Workdays Allowed 150

No. of Calendar Workdays Used 192

No. of Calendar Added Workdays Requested 42

B—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 1, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 213 days, within which to complete our Contract No. 7251, without the assessment of liquidated damages. The said contract is described as follows:
Harney County, Centerelore, Highway, Burns Buchanan Section, Paveing

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The quantity of paveing was increased from 50,00 tons to 71,000 tons or an increase of 42%. We are therefor asking for 42% more additional time.

Respectfully submitted,

E. H. Itschner Co. Rt. 3, Box 48, Molalla, Ore.
Contractor

By D. R. Itsch

CONSENT OF SURETY

Date NOVEMBER 4, 1969

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
FRED C. REED Attorney-in-fact
COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.
BY:
Resident Agent

(SEAL)

RECEIVED
DEC 15 1969
FOR FILING

13-1109
7251

December 12, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
December 23, 1969 meeting

E. H. Itschner Company, contractor on the Burns-Buchanan Section of the Central Oregon Highway, Harney County, Contract No. 7251, has requested a 63 calendar workday time extension. The request is based on an increase in paving work which was added to the original contract.

The additional paving work was added to the contract to thicken and widen the pavement to provide a more suitable roadway surface. This, and related work, resulted in overrun of the project authorization which you approved on July 8 and September 30, 1969. This additional work justifies an extension of more time than the contractor has requested.

The project was completed on December 4, 1969, with 42 days of liquidated damages amounting to $4,200. I recommend a 42-calendar workday time extension which will delete all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
H. S. Coulter, F. D. Morgan
DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7251 Contractor E. H. Itschner Co.

Highway Central Oregon

Section Burns - Buchanan

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Paving work added to the contract justifies an increase of 42 calendar workdays.

Recommended for Approval:

Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7251

Project designation State
State-Federal

Date awarded April 22, 1969

Work started June 11, 1969

Per cent completed ~~97~~ 100% ~~[illegible]~~ 12-4-69
Date

No. of Calendar Workdays Allowed 150

No. of Calendar Workdays Used 192

No. of Added Calendar Workdays Requested 42

B—330 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 1, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 213 days, within which to complete our Contract No. 7251, without the assessment of liquidated damages. The said contract is described as follows:
Harney County, Centerolore, Highway, Burns Buchanan Section, Paving

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The quantity of paving was increased from 50,00 tons to 71,000 tons or an increase of 42%. We are therefor asking for 42% more additional time.

Respectfully submitted,

S. E. Itschner Co. Rt. 3, Box 48, Molalla, Ore.
Contractor

By D. R. Itsch

CONSENT OF SURETY

Date NOVEMBER 4, 1969

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
FRED C. REID Attorney-in-fact
COUNTERSIGNED:WELLS-REED-WOOD-WEST Co. (SEAL)
BY:
Resident Agent

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SEP 29 1969
FOR FILES

13-1109

7251

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 25, 1969

SUBJECT: Burns-Buchanan Overlay
Contract No. 7251
September 5, 1969

To:

MEMO TO THE FILES

NOTED
F. B. KLABOE

The Burns-Buchanan Overlay project was inspected on the afternoon of September 5 and morning of September 6. Approximately 18 miles of base A.C. on the easterly end of the project had been placed. A check of the mixture showed the aggregates to be within the job mix tolerances and the asphalt to be slightly high. This was being corrected. Compaction test results from seven samples indicated that required compaction had been met on only one sample. I was informed that only one sample of seven previous tests also had passed. The contractor was using a pneumatic breakdown roller followed by a steel wheel roller. Thickness of the lifts varied from 1-1/2 to 2 inches. Test results ranged from 88 to 92. It was thought that not enough compactive effort was being made and therefore it was recommended that the contractor be advised that this phase of the work was considered unacceptable and that he immediately take corrective action.

There was evidence that some patching and leveling had been done prior to placing any base lift, but it was also evident that it had not corrected the out of shape deficiency of the old pavement as the smoothness of the ride left considerable to be desired. It was stated that due to the excessive distortion of the old road, only the worst areas had been patched and that further patching and leveling would be done before the final lift was placed. I would estimate that it would take considerable amount of this work perhaps a week of it prior to allowing placement of the top course. This corrective work is considered very necessary to obtain a satisfactory product. Along this line, it was noted that the contractor was not using automatic control on the laydown machine. We were assured this would be in place immediately.

The above findings were fully discussed with Bob Rennells, Division Asphalt Inspector, Lloyd Johnson, Resident Engineer, and Oscar Patridge, Project Inspector, and later with Division personnel.

John H. Walker

John H. Walker
Field Construction Engineer

RECEIVED
SEP 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fw
cc: F. B. Klaboe
H. S. Coulter
L. C. Johnson

c

RECEIVED
OCT 1 1969

FOR FILING

13-1109
7251

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1969

SUBJECT: Burns-Buchanan Section
Report of Pavement Roughness
Contract No. 7251
September 19, 1969

To: MEMO TO THE FILES

NOTED
R. L. PORTER

A visit to this project was made on September 19 accompanied by Bud Shirley, Assistant Division Engineer, and Resident Engineer Lloyd Johnson. One of the purposes was to make a follow-up on the complaint of roughness as reported by Mr. Cooper. Mr. F. D. Morgan was met at the job site and he had inspected the roadway just previous to our arrival. We all agreed that the paved surface as it existed was rough and needed a considerable amount of patching prior to the final lift of paving.

At the time of viewing all of the base lift of the overlay had been placed on a previously widened roadway. The old pavement had been considerably distorted out of shape in the past years and the newly widened shoulders were constructed to meet the existing roadway. A small amount of patching in the worst areas had been done prior to placing the base lift of the overlay, but certainly not enough to bring the roadway to any semblance of grade and shape. It had been previously discussed that it would be advantageous to patch out the worst places, place the base lift of pavement and then concentrate on patching and leveling prior to placement of the final lift. It was in the condition of the base lift of pavement having been placed when Mr. Cooper drove over the section and it certainly was not in a smooth shape.

A considerable amount of discussion regarding the roughness and how to best correct it took place and it was deemed expedient that the help of a local maintenance man familiar with patching could be of benefit to mark out the areas which needed attention and help with this phase of the work. This to be done prior to any placement of top lift. This will be done. It is believed that this method of construction of this overlay will produce a satisfactory ride.

NOTED
FORREST COOPER

John H. Walker
John H. Walker
Field Construction Engineer

NOTED
F. B. KLABOE

JHW:fw
cc: F. B. Klaboe
H. S. Coulter
L. C. Johnson

REFERRED TO
Cooper
By Asst. State Hwy. Engr
Info

RECEIVED
SEP 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 2 - 1969
FOR FILING

13-1109
7251

outing ~~Morgan~~

Morgan
Docker
Dochme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon CONSTRUCTION
September 22, 1969 DIVISION

SUBJECT: Accident Report
Burns, - Buchanan Section
M. P. 144.2+
Central Oregon Highway

To: Mr. H. S. Coulter
Divison Engineer
La Grande, Oregon
97850

At approximately 3:45 P. M. September 19, 1969 an accident occurred at approximate M. P. 144.23, which is also the intersection of the County Road to Old Fort Harney, and also the site of Historical marker. East bound traffic followed the pilot car through the work area at a slow rate of speed in the following sequence; Car, Honda Motorcycle, 1961 Mercury sedan (1), 1961 Chevrolet Impala Stationwagon (2), 1961 Chevrolet pickup (3). The pilot car released the traffic and turned into Historical marker area, signalling traffic to continue. Motor cycle turned left into the County road, Car (1) slowed to avoid motor cycle, Car (2) slowed for car (1), Car (3) collided with the rear of car (2) driving car (2) into the rear of car (1).

Minor damage sustained by car (1) and no injuries to the two occpants, Wilma Joy Terry and daughter Laura Susan, eight years; address, 700 Butler Creek Road, Ashland, Oregon; Vehicle license, Oregon KBJ 969; Operator's license, Oregon 711776.

Car (2) had seven occupants, four adults and three children, five were injured to some extent, and taken to the Burns hospital by Ambulance. Considerable damage to car. Registered Owner and Driver Richard Allen Long, address 1502 South Third, Bend, Oregon. Vehicle license, Oregon ABY 713, Operator's license, Oregon 1060200.

NOTED
F. B. KLAB

Car (3) had one occupant, no apparent injuries. Damage to front end of vehicle. Driver, Ruby Myrte Hardin; address, Buchanan Route, Burns, Oregon. Vehicle license, Oregon 5P 5043; Driver's license, Oregon 1461283. Driver was cited for violation of the Basic Rule.

Motorcycle operated by Dennis Edward Dooley; address, Buchanan Route, Burns, Oregon. Vehicle license, Oregon 48-126; Operator's license, Oregon 1214904.

It does not appear to me that the Contractor, or the Highway Department, was negligent in anyway. State Police officer John Mc Kelvey, Burns, Oregon, investigated the accident and agrees with my opinion.

L. C. Johnson

L. C. Johnson
Resident Engineer

cc Morgan
9-29-69
dj

RECEIVED
OCT 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 - 1969
FOR FILING

13-1109

7251

September 4, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of $71,123 is anticipated on the Burns-Buchanan overlay project on the Central Oregon Highway in Harney County, Contract No. 7251. Due to the physical characteristics of the aggregate being used in the asphaltic concrete material, an exceptionally high asphalt content is required, some 30 percent higher than normally estimated. In addition to this, we believe it advisable to add sight posts throughout the project in accordance with current standard plans. These two items, with the usual engineering percentage added, will require an additional $71,123, making a new total authorization of $664,079.

Your approval of this increase in authorization is requested. This matter will be on the agenda for the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
F. D. Morgan
V. E. Skoog
V. D. Wolfe
J. F. Putnam

JAB:fr:ss sr

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1969

SUBJECT: Burns-Buchanan Section
Central Oregon Highway
Contract No. 7251

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith request for overrun authorization on the subject project, asking for an additional $71,123 to cover an anticipated 11.99 per cent overrun. This is entirely due to two factors:

1. An extremely high asphalt content in the A.C. The mix design requires up to 8%, compared to 5.5% set up in the bid item.
2. The addition of guide posts throughout the project, which is some 21.67 miles long, plus the usual engineering percentage on these increases.

This is the second overrun request on this project. An earlier one was approved by the Highway Commission at their July 8 meeting to cover an additional inch of depth for the A.C. overlay and an additional two feet of width.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fr;ss
Enclosure

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

13-1109
7251

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Burns - Buchanan Date 8/14/69

Highway Central Oregon Contract No. 7251

County Harney Kind of Work Paving Contractor E. H. Itschner Co.

	Authorized *	Estimated
Contract Amount	363,600.00	363,600.00
Anticipated Items	2,000.00	2,000.00
Contingency (4½%)	179,452.00	245,307.00
Engineering	47,904.00	53,172.00
Credits		
PROJECT COST	592,956.00	664,079.00

NET INCREASE $ 71,123.00 or 11.99%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item #1, Asphalt in Mixture. Increase asphalt in mix from estimated 6.3% to 7.2% in wearing course and to 8% on shoulders and patching to conform to designed mix by Materials Lab. 6545 T @ 37.	242,165	+ 60,335
(U) #1 Guide Post 690 @ 8.00 C.C.O. to be made at later date.	5,520.00	+ 5520
(U) Engineering on above items (8%)		+ 5,268

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 9-30-69

* As increased by 7-8-69 Commission Action.

Principal reasons for overruns (Continue on reverse side): Design mix requires substantially more asphalt than figured on standard computations.
Guide posts needed to delineate new facility.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by L. C. [illegible]
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by S Coulter
Division Engineer

Noted by
Deputy State Highway Engineer

RECEIVED
JUL 28 1969

FOR FILING

13-1109

7251

Salem, Oregon
July 25, 1969

Contract No. 7251
Burns-Buchanan Section
Project Authorization Increase

Mr. V. E. Skoog
Controller
BUILDING

State Highway Commission action of July 8, 1969 approved an increase in project authorization in the amount of $178,000.

It is recommended that this amount be entered on the updated Pay Estimate No. 1 when it is prepared by your office. It is suggested the series number 97799 be used.

In a letter dated June 19, 1969, you were requested to initiate the necessary programming required to provide for increases in project authorizations on construction projects.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

VG:fw

Attachment

Surfacing Calculation Sheet

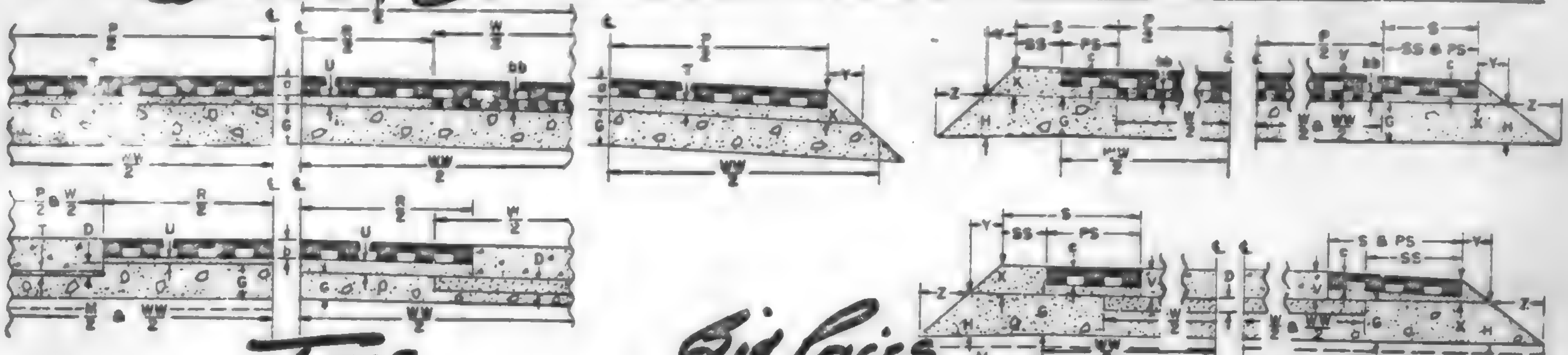
OREGON STATE
HIGHWAY DEPARTMENT

Sheet ______ of ______ Sheets

Made By ______ Date ______

Checked By ______ Date ______

Section Burns-Buchanan Highway ______ County ______



Tons.

Bid Prices

21282 Ton MXX × \$5.05/ton = \$107 474 00 ✓

1170 Ton Asph × \$37.00/ton = 43 290 00 ✓

\$150, 764 00

(1" deep AC - 30' wide - 114 418 ft. 21.67 Mi.)

Length of Section (L) ______ Feet

(Use other side for [illegible] of Typical Section used and/or calculations)

Specific Gravity ______

LIME TREATED SUBGRADE (w) ______ x (L) ______ / 9 ______ (Depth in inches) (d) ______ Sq.Yds.

Lime ______ / 6 x .01125 x (d) ______ = ______ Tons

STONE BASE

[((B) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27] + [((B) + (H) / 2 x (SS+Y)) + ((H) / 2 x (Z)) / 27] ((L) ______) = ______

((WW) ______ x (G) ______ / 27 x (L) ______) or [((WW) ______ x (G) ______) - ((D) ______ x (W) ______) / 27 x (L) ______] = ______

(1.30) = ______ Cu.Yds.

(*) = ______ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) ______ x (U) ______) + ((P) ______ x (T) ______) / 27] ((L) ______) = ______

Shoulders [((V) + (X) / 2 x (S) ______) + ((X) / 2 x (V) ______) - ((PS) ______ x (C) ______) / 27] (2) ((L) ______) = ______

(1.30) = ______ Cu.Yds.

(*) = ______ Tons

WATERING

Crushed Material ______ Cu. Yd. x .025 = ______

Earthwork ______ Cu. Yd. x ** = ______

______ M-Gals.

** Furnished by Construction Department

CEMENT TREATED BASE ((W) ______ x (D) ______ / 27 x (L) ______) ( )* = ______ (e) ______ Tons

Cement in C.T.B .05 x (e) ______ = ______ Tons

Asphalt in Seal (W) ______ x (L) ______ x .000091 ______ Tons

PLANT-MIX BITUMINOUS BASE (W) ______ x (L) ______ x (m) ______ x (Tons/Sq.Ft. 1" Thick)* ______ = ______ (f) ______ Tons

Asphalt in Bituminous Base Mixture ~~.045~~ .05 x (f) ______ = ______ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (R)+(PS) 30 x (L) 114 418 x (a) (b or c) 1 x (Tons/Sq.Ft. 1" Thick)* .0062 = 21282 ✓

Shoulders & Median ______ x ______ x ______ x ______ = ______

(g) 21 282 ✓ Tons

Asphalt Cement in Mixture .055 x (g) ______ = 1170 ✓ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "c", & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

SURFACING CALCULATION SHEET

ASPHALT PRIME COAT
Aggregates (WIDTH) ______ x (L) ______ (.00083)= ____________ ____________ Cu. Yds.
Asphalt (*)= ____________ ____________ Tons

TACK COAT Emulsified Asphalt (WIDTH) ______ x (L) ______
(.0000090) (New Bituminous Surfaces) ____________ Tons
(.0000182) (Existing Surfaces) ____________ Tons

ASPHALT PENETRATION MACADAM
(WIDTH) ______ x (L) ______
Penetration Asphalt (*)= ____________ ____________ Tons
Emulsified Asphalt ( )= ____________ ____________ Tons
Aggregates
1¼"-¾" ( )= ______ ______
¾"-½" ( )= ______ ______
½"-¼" ( )= ______ ______
¼"-*10 ( )= ______ ______
= ____________ Cu. Yds.

*See below for factor

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.186	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq. Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
120-150	258	0.000151
200-300	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
RS-2K	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MACADAM SURFACES

		0–7	*0–9*	*0–11*	*0–30*	*00–30*	*0–31*	*0–32*	*0–33*
Penetration Asphalt	(120-150	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	(200-300	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form E-377-Rev. 1-69

Fred. –

Scott Coulter called & advised that they had checked the cost of additional work as you proposed on the Burns-Buchanan of 32' width plus 3" overlay + 4" Shoulders. They come up with about $270 000.00 to do the work instead of the $170 000.00 that you talked of. He thought you should be aware of this before the Commission Meeting –

Contractor is willing to accept bid prices for work.

22
30
660
5280
52800
1320
3300
3484800

387200
9 | 3,484,800.00
27
78
72
64
63
18

22000
18 | 387,200
36
27
18
92

22000
8
176000

$\frac{22 \times \overset{98}{\cancel{\overset{880}{\cancel{\overset{2640}{\cancel{5280}}}}}} \times \overset{10}{\cancel{30}}}{\overset{3}{\cancel{9}} \times \overset{\overset{1}{\cancel{9}}}{\cancel{18}}} =$

980
22
1960
1960
21,560
7
$150,920
1

880
3 | 2640
24
24
98
9 | 1880
81
70

13000

Burns-Buchonan

Overall length of project 21.67 miles

Bid Price { Mix $5.05 per ton
Asph. 37.00 " " (5½%) 2.03)

In place cost - $7.08 per ton

30' wide - 1 inch deep - requires 982 tons per mile (Incl compaction)

982 tons x $7.08 = $6,952.56 per mile

$6,952.56 x 21.67 = $150,661.98 Entire project

No additions or reduction in bid price antisipated

150
13
163
.09
1467

163
14 Eng
$178.

Burns - Buchanan (28)

30' min   8000 yds.

S.F.O.

20¢ royalty to Rep. Smith

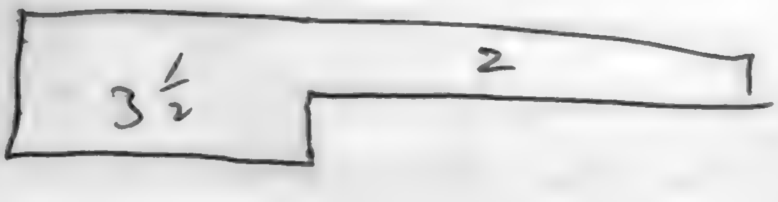
just off job - granular material -

Our pits full of water

$1.60 /yd est cost

8000
160
480000
8000
$12,800.00

{Can't get 32' and stay ahead of contractor}



32

C

Form E-[illegible] (Rev. 10-[illegible])

13-11 09
7251

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Burns-Buchanan Date July 8, 1969

Highway Central Oregon Contract No. 7251

County Harney Kind of Work Paving Contractor E. H. Rechner Co.

	Authorized	Estimated
Contract Amount	$363,600.00	$363,600.00
Anticipated Items	2,000.00	2,000.00
Contingency (4½%)	16,452.00	179,452.00
Engineering	32,904.00	47,904.00
Credits		
PROJECT COST	$414,956.00	$592,956.00
NET INCREASE $	178,000.00 or 42.9% *	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) PA to be submitted to increase AC Overlay by 1 inch	$150,000.00	+ $178,000.00 *
(U) SPO to be submitted Grade Additional Width	13,000.00	
(U) Engineering for Additional Overlay and Widening	15,000.00	

* Approved by Commission Action July 8, 1969.

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-8-69

Principal reasons for overruns (Continue on reverse side): Increased depth of A. C. overlay needed to provide stable roadway. Increased width of roadway needed to provide additional safety.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ____________ Resident Engineer

Noted by for ____________ Construction [illegible] Engineer

Confirmed by ____________ Division Engineer

Noted by ____________ Deputy ~~or State~~ Highway Engineer

[illegible]

RECEIVED
JUL 16 1969
FO

13-1109
72 51

BURNS- BUCHANAN
REVISED WIDTH to 30 ft.
7-8-69

(1)

A. C. ~~Mix~~		INCREASE OVER ORIGINAL CONT.	
(10') Bit Base-(?" thk.)	= 7,095 Tons	+1,420 Tons	+ $7,171
Patching-	= 2,000 Tons	No change	—
(30') Wearing & Base-(3")	= 63,845	+ 24,119 Tons	+ $121,801
	72,940 Tons	+ 25,540 Tons	+ $128,972
Allowance-5% -	3,660	+ 1,061 Tons	+ $5358
Total -	76,600	+ 26,600 Tons	
	76,600 Tons @ 5.05/Ton =	$386,830	+ $134,330-

Asphalt in Mix			
Bit Base -	390 Tons	+ 78 Tons	+ $2,886
Patching -	110 Tons	No change	—
Wear & Base Course -	3,511 Tons	+ 1,326 Tons	+ $49,062
	4,011 Tons	+ 1,404 Tons	+ $51,948
Allowance - 5%	209	+ 66	+ 2,442
	4,220 Tons	+ 1,470 Tons	
	4,220 Tons @ 37.00/Ton =	$156,140	+ $54,390-

Asphalt in Tack Coat -	85 Tons	+ 32 Tons	
	85 Tons @ 60.00	$5,100	+ $1,920
	Total Bituminous Items	$548,070	+ $190,640 -

Other Contract Bid Items as per sheet #1 - remain unchanged - $6,170

Total Contract Amt. - $554,240 + 190,640

+52.4% Original Contract Amt.

file Dr. M.P. Glenn
7-15-69
w/note: Coulter handling

RECEIVED
JUL 9 1969
OFFICE OF

BURNS- BUCHANAN
CONTRACT #

②

ORIGINAL CONTRACT - 28' roadbed

A.C. Mix

8')Bit. Base-(1 inch) 5,675 Ton - $28,658.75
Patching - 2,000 Ton 4,100 -
28')Wearing -(2 inch) 39,726 Ton $200,616.30
47,401 Tons
Allowance 5% = 2,599 $13,124.95
Total = 50,000 @ $5.05/Ton = $252,500 -

Asph. in Mix

Bit Base - 312 Tons $11,544 -
Patching - 110 4,070 -
Wearing - 2185 80,845
2607
Allowance 5% = 143 5,291
Total 2,750 Tons @ 37.00 = $101,750 -

Asphalt in Tack Coat - 53 Tons @ 60.00 = $3,180 -
Total Bituminous items $357,430

Temp. Protection & Direction of Traffic - $ 6,170 1,500
Guard Rail, Type 2A 500 lin. ft @ 7.50 3,750
Extra for Grd. Rail Conn. at Bldg's 4 @ 230.00 920
Total Contract Amt. $363,600

Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

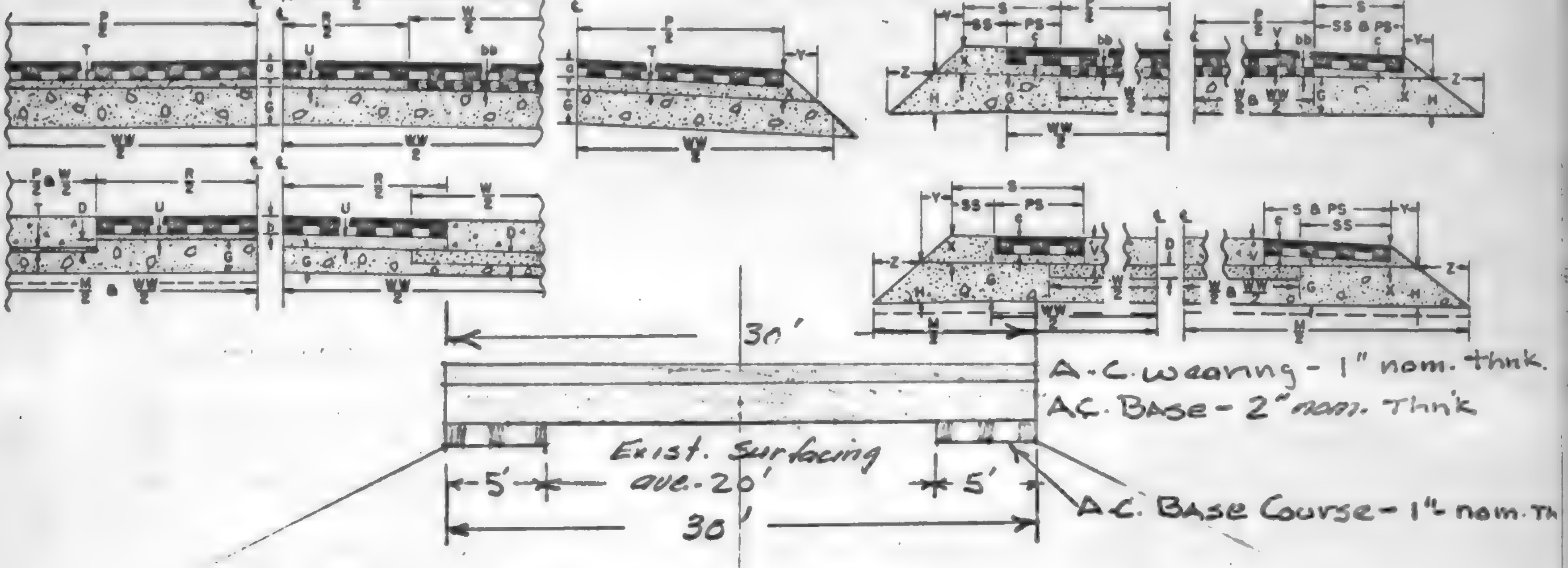
Sheet 3 of 4 Sheets

Made By McGlinn Date 7/8/69

Checked By ________ Date ________

Section Burns - Buchanan

Highway Central Or. County ________



30'
A.C. wearing - 1" nom. thnk.
A.C. Base - 2" nom. thnk
Exist. surfacing ave. 20'
5'
5'
30'
A.C. Base Course - 1" nom. Th

Revised Width

(Use above space for sketch of Typical Section used and/or calculations)

Length of Section (L) 114,418 Feet

Specific Gravity 2.25

LIME TREATED SUBGRADE ________ x (L) / 9 ________ (Depth in inches) ________ (M) Sq.Yds.

Lime ____ / 6 x .01125 x (d) ________ = ________ Tons

STONE BASE

[((G) t/2 (H) x (SS+Y)) + ((H) / 2 x (Z)) / 27] + [((G) t/2 (H) x (SS+Y)) + ((H) / 2 x (Z)) / 27] ((L)) = ________

((WW) x (G) / 27 x (L)) or [((WW) x (G)) - ((D) x (W)) / 27 x (L)] = ________

(1.30) = ________ Cu.Yds.

(*) = ________ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) x (U)) + ((P) x (T)) / 27] ((L)) = ________

Shoulders [((V) t/2 x (X) (S)) + ((X) / 2 x (Y)) - ((PS) x (C)) / 27] (2) ((L)) = ________

(1.30) = ________ Cu.Yds.

(*) = ________ Tons

WATERING

Crushed Material ________ Cu. Yd. x .025 = ________

Earthwork ________ Cu. Yd. x ________ ** = ________

________ M-Gals.

**Furnished by Construction Department

CEMENT TREATED BASE ((W) x (D) / 27 x (L)) ( )* = ________ (e) Tons

Cement in C.T.B .05 x (e) ________ = ________ Tons

Asphalt in Seal ________ (W) x ________ (L) x .000091 ________ Tons

Class "B"

PLANT-MIX BITUMINOUS BASE (2×5) (W) 10' x 1,144,180 (L) 114,418 x (bb) 1" x (Tons/Sq.Ft. 1" Thick)* 0.0062 = ________ (f) 7,095 Tons

Asphalt in Bituminous Base Mixture ~~.045~~ .055 x (f) ________ = 390 Tons

ASPHALT CONCRETE PAVEMENT

Roadway 3,432,540 (P) 30 x (L) 114,418 x 10,297,620 (a) 3 x (Tons/Sq.Ft. 1" Thick)* 0.0062 = 63,845

Shoulders & Median (R)+(PS) ________ x (C) ________ x (b or c) ________ x ________ = ________

Allowance for patching 2000 Tons

________ (g) 65,845 Tons

Asphalt Cement in Mixture .055 x (g) 65,845 = 3,622 Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "c", & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

Total A.C. Mix - 72,940 Tons

Total Asph. in Mix - 4,012 Tons

4.25

SURFACING CALCULATION SHEET

ASPHALT PRIME COAT
Aggregates (______ (WIDTH) x ______ (L)) (.00083) = ______________ Cu. Yds.
Asphalt (*) = ______________ Tons

TACK COAT Emulsified Asphalt
4,347,884
(38 ~~20~~ (WIDTH) x 114,418 〃 (L))
2,288,360
(.0000090) (New Bituminous Surfaces) ______ 39 Tons
(.0000182) (Existing Surfaces) ______ 42 Tons
81
4 allow

ASPHALT PENETRATION MACADAM
Penetration Asphalt (______ (WIDTH) x ______ (L)) (*) = ______ Tons
Emulsified Asphalt (   ) = ______ 55 Tons
Aggregates:
1¼"–¾" (   ) = ______
¾"–½" (   ) = ______
½"–¼" (   ) = ______
¼"–#10 (   ) = ______
= ______ Cu. Yds.

*See below for factor

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq. Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
120-150	258	0.000151
200-300	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
RS-2K	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MACADAM SURFACES

		0–7	*0–9*	*0–11*	*0–30*	*00–30*	*0–31*	*0–32*	*0–33*
Penetration Asphalt	(120-150	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	(200-300	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form E-377-Rev. 1-69

Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

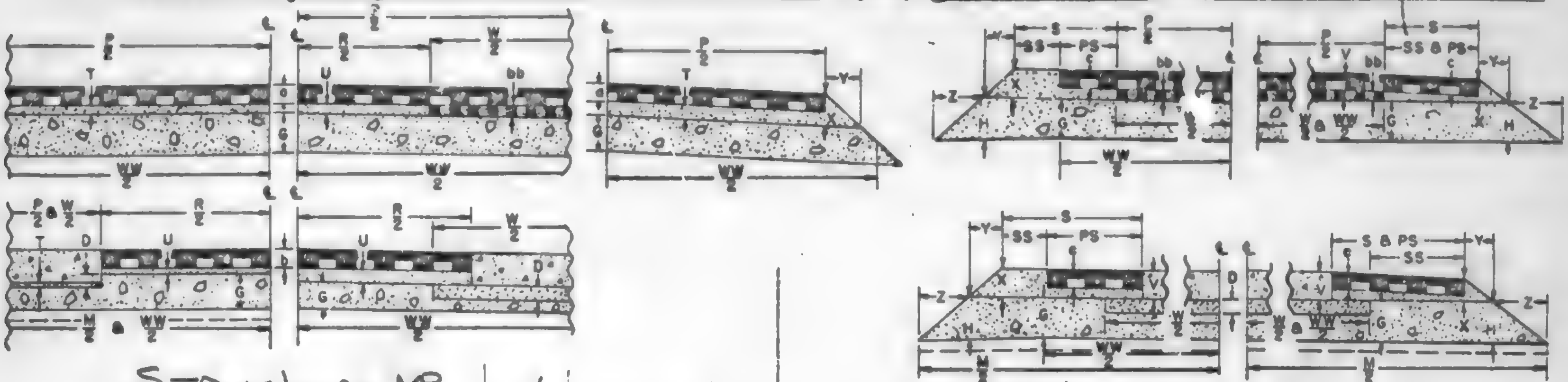
Sheet 4 of 4 Sheets

Made By M.K.Glenn Date 7/8/69

Checked By RDC Date 7/8/69

Section Burns - Buchanan

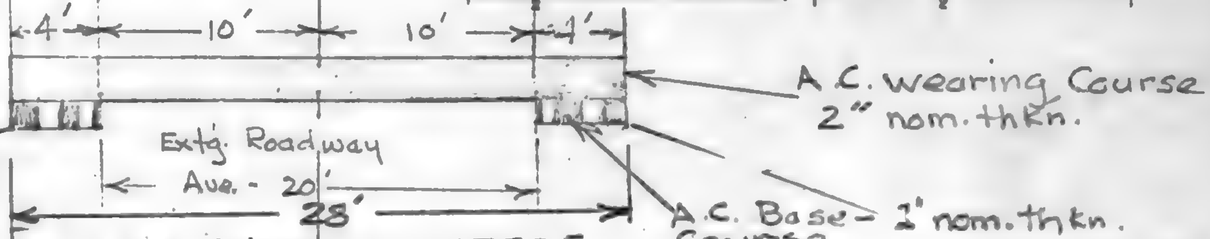
Highway Central Ore County Harney



STRUCTURE - MP ~~134.11 = 66' long~~ (omit)

MP. 155.75
MP 134.08
21.67 mi.

21.67 mi. × 5280 ft/mi = 114,417.6 ft.



4'
10'
10'
4'
Extg. Roadway
Ave. - 20'
28'
A.C. Wearing Course 2" nom. thkn.
A.C. Base Course - 1" nom. thkn.

MP. 134.08 - MP 155.75
ORIGINAL CONTRACT

Length of Section (L) ______ Feet

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.75

LIME TREATED SUBGRADE (M) × (L) / 9 ______ (d) ______ Sq.Yds.

(Depth in inches)

Lime ______ / 6 × .01125 × (d) ______ = ______ Tons

STONE BASE

[((G) + (H))/2 × (SS+Y) + (H)/2 × (Z)] / 27 + [((G) + (H))/2 × (SS+Y) + (H)/2 × (Z)] / 27 ((L)) = ______ (1.30) = ______ Cu.Yds.

((WW) × (G) / 27 × (L)) or [((WW) × (G)) - ((D) × (W)) / 27 × (L)] = ______ (*) = ______ Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) × (U)) + ((P) × (T)) / 27] ((L)) = ______ (1.30) = ______ Cu.Yds.

Shoulders [((V) + (X))/2 × (S)) + ((X)/2 × (Y)) - ((PS) × (C)) / 27] (2) ((L)) = ______ (*) = ______ Tons

WATERING

Crushed Material ______ Cu. Yd. × .025 = ______

Earthwork ______ Cu. Yd. × ______ ** = ______ } ______ M-Gals.

**Furnished by Construction Department

CEMENT TREATED BASE ((W) × (D) / 27 × (L)) ( )* = ______ (e) ______ Tons

Cement in C.T.B .05 × (e) ______ = ______ Tons

Asphalt in Seal (W) ______ × (L) ______ × .000091 ______ Tons

Class "B" 2 × 4' = 8' (915,344)

PLANT-MIX BITUMINOUS BASE (W) 8' × (L) 114,418 × (bb) 1" × (Tons/Sq.Ft. 1" Thick)* 0.0062 = ______ 5,[illegible] Tons

Asphalt in ~~Bituminous~~ AC Base Base Mixture .055 ~~.045~~ × (f) 5,675 = 312 Tons

3,203,704 6,407,408

ASPHALT CONCRETE PAVEMENT

Roadway (P) / (R)+(PS) 28 × (L) 114,418 × (a) / (b or c) 2" × (Tons/Sq.Ft. 1" Thick)* 0.0062 = 39,726

Shoulders & Median ______ × ______ × ______ × ______ = ______

allowance for Patching 2,000 Tons

} ______ (g) 41,726 Tons

Asphalt Cement in Mixture .055 × (g) 41,726 = 2,295 Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "c", & "bb", shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

Total AC. Mix = 47,400 T

Total Asph. in Mix = 2,607 T

SURFACING CALCULATION SHEET

ASPHALT PRIME COAT
Aggregates ((WIDTH) ______ x (L) ______) (.00083) = ________________ ________ Cu. Yds.
Asphalt (*) = ________________ Tons

915,344
TACK COAT Emulsified Asphalt ((WIDTH) 8 / 20 x (L) 114,418 / ") (.0000090) (New Bituminous Surfaces) ________ 8 Tons
2,288,360 (.0000182) (Existing Surfaces) ________ 42 Tons
50

ASPHALT PENETRATION MACADAM
Penetration Asphalt ((WIDTH) ______ x (L) ______) (*) = ________________ Tons
Emulsified Asphalt ( ) = ________________ Tons
Aggregates
1¼"-¾" ( ) = ______ ______
¾"-½" ( ) = ______ ______
½"-¼" ( ) = ______ ______
¼"-*10 ( ) = ______ ______
= ________ Cu. Yds.

*See below for factor

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq. Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
120-150	258	0.000151
200-300	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
RS-2K	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MACADAM SURFACES

		0–7	*0–9*	*0–11*	*0–30*	*00–30*	*0–31*	*0–32*	*0–33*
Penetration Asphalt	(120-150	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	(200-300	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas.
The above factors are based on the standard average rates of spread: Asphalt in tons and Aggregates in cubic yards.

Form E-377-Rev. 1-69

C

RECEIVED
JUL 7 - 1969

FOR FILING

13-1109
7251

July 3, 1969

Oregon State Highway Commission

Gentlemen:

At the April 17 letting, we took bids for an overlay project on 21.67 miles of the Central Oregon Highway between Burns and Buchanan. The successful bidder was R. H. Itscher Company and the total project authorization amounted to $414,993.

The depth of overlay called for in the contract was two inches. Since that time, the frost has completely come out of the pavement and we have taken a closer look at it. It is now our opinion that better results can be obtained by increasing the depth of overlay from the two inches specified to three inches. The cost of performing this extra work under the contract at the contractor's unit bid price will amount to approximately $150,000.

We would also like to widen this section from a proposed 28 feet to 30 feet. This work will be performed prior to the paving by State forces at a cost of approximately $13,000.

Since sufficient funds are available for these increases, we recommend that you authorize increasing the project cost $150,000 for an additional inch of overlay, $13,000 for an additional two feet of width and the usual nine percent engineering cost of $15,000. The total of this request is therefore the sum of these three items or $178,000.

This matter will be on the agenda for the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. H. Young
F. D. Morgan
H. S. Coulter
FBK:srb fn

RECEIVED
JUN 3 - 1969

FOR FILING
13-1109
7251

C

June 2, 1969

E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon 97038

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7251 for paving on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

Enclosure

cc: Great American Insurance Company
Wells-Reed-Wood-West Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett

RECEIVED
MAY 18 1969
FOR FILING

13-1109

7251

May 12, 1969

E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon 97038

Gentlemen:

Enclosed are three copies of Contract No. 7251 for $363,600 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Encl.

cc Frank Morgan
D. J. Barbee
I. D. Merchant
E. W. McCauley (SIAC)
A. F. Parson
P. F. Barnett

18-1140 Collier State Park-Williamson R. 1969
Paving Proj., The Dalles-Calif. Hwy.
#7252 N. of Klamath Falls

RECEIVED
OCT 22 1969

FOR FILING
18-1140
7252

October 22, 1969

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

Contract No. 7252 awarded to Asphalt Paving Company for paving and rock production on the Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County was completed on September 24, 1969, and accepted by the Highway Commission on October 21, 1969.

Final payment in the amount of $9,218.70 will be released to the contractor after October 29, 1969. The total contract amount is $195,649.23 including $5,209.61 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Seaboard Surety Company
100 William Street
New York 38, New York

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
OCT 22 1969

FOR FILING

18-1140
7252

October 21, 1969

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

Contract No. 7252 awarded to Asphalt Paving Company for paving and rock production on the Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County was completed on September 24, 1969, and accepted by the Highway Commission on October 21, 1969.

Final payment in the amount of $9,218.70 will be released to the contractor after October 29, 1969. The total contract amount is $195,649.23 including $5,209.61 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Seaboard Surety Company
100 William Street
New York 38, New York

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Frank Morgan
Ivan Merchant
V. E. Hoog
Attn: John Kerr
J. F. Putman

RECEIVED
OCT 22 1969
FOR FILING

18-1140
7252

October 21, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 24, 1969, on Contract No. 7252. The contract was with Asphalt Paving Company and was for paving and rock production on the Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 21, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

18-1140 C
7252

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Collier State Park-Williamson River

WEEK ENDING: September 27, 1969

SECTION PREFIX: 18-1140

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Collier State Park-Williamson R.

KIND OF WORK: Paving and Rock Production

CONTRACTOR: Asphalt Paving Co.

CONTRACT NUMBER: 7252

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: May 12, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION: 1

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 150

WORK DAYS USED / CALENDAR DAYS USED: Work 134

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 89

PROJECT AUTHORIZATION: $ 209,146.45

EXCLUSIVE OF ENGINEERING: $ 192,562.15

ENGINEERING AUTHORIZATION: $ 16,584.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 196,904

ENGINEERING COST TO DATE: $ 21,138.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: inc. Eng. 104.8

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 2 %

PERCENT OF AUTHORIZATION: 127 %

DATE PROJECT WAS COMPLETED: September 24, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Prot.	Guard Rail
				100	100	100	100

	Guard Rail ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				6.6	6.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500 lin.ft.		4,500 CY	22.0 T	18,000T-990T
TOTAL QUANTITIES CORRECTED TO DATE	460.7 lin.ft.		4,658.6 CY	12.23 T	18,172T-1169T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	"	" "	" "	" " " "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				--	
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Service Truck and Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Fog AM-Clearing & Mild			1
MONDAY	Scattered Clouds-Mild			1
TUESDAY	Overcast with showers PM			1
WEDNESDAY	Fog early AM-Clearing-Mild			1
THURSDAY	" " " "	"		
FRIDAY	Clear-Mild			
SATURDAY	" "			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 29 196[illegible]
CONSTRUCTION DIVISION
BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work today.
MONDAY	Office personnel working on Semi-Final estimate data.
TUESDAY	" " " " " " " "
WEDNESDAY	" " " " " " " " The Contractor completed Project with the exception of tightening Guard Rail. Project Completed.
THURSDAY	
FRIDAY	The Contractor tightened Rail and removed Project signs. The Semi-Final was mailed to the Division Office.
SATURDAY	

REMARKS

Engineering charges for the week: $338.00

THIS IS THE LAST WEEKLY REPORT FOR THE PROJECT.

cc: Const. (2)
Div. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 6 - 1969
FOR FILING

18 - 1140

7252

August 6, 1969

1939

Mr. Robert W. Nepple
8249 NE Holladay
Portland, Oregon 97220

Dear Mr. Nepple:

In response to your July 23 letter, we have reviewed the conditions at paving operations on US97 in the Chiloquin vicinity on the evening of July 11.

A repaving project was under contract in the vicinity at that time. This is our Contract No. 7252 on the Collier State Park-Williamson River Section, and Asphalt Paving Company, 350 Spring Street, Klamath Falls, is the contractor. The project involves an overlay of the existing pavement with two inches of asphalt plant mix and the work was started on the southerly end, working toward the north.

At the above time, a temporary joint existed some two miles south of Chiloquin which may be the location which you had in mind. This joint consisted of a taper or transition some six feet in length to wedge the two inches up to the new pavement surface. In the first 1200-foot distance approaching this transition from the north (the route of a southbound vehicle), there were three warning signs, two of them with flashing lights. At the beginning of the project some six miles further to the north, there were additional warning signs for southbound vehicles.

We have taken particular care to establish the facts in this matter and believe the above information is accurate. We regret that you encountered any difficulty after this effort to provide proper warning.

A copy of your letter is being forwarded to the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

JAB:fw mc

bc Forrest Cooper
R. L. Porter
F. D. Morgan
J. F. Putnam (w/att.)

cc: Asphalt Paving Company (w/enc.)

Robert W. Nepple
8249 N.E. Holladay
Portland, Oregon 97220

July 23, 1969

~9145

Wolfe

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Chief Engineer

Gentlemen:

On July 11, 1969 at approximately 7 P.M. while traveling south on Highway 97 about two miles north of Chiloquin, there was an abrupt rise in the pavement, due to road resurfacing. As my car hit this rise, it was severe enough to cause the car to "bottom" on both the front axle and rear axle.

This letter is to advise you that I am taking my car to a Ford Agency here in Portland and have the front and rear suspension examined to see if there was any damage sustained as a result of this impact. If there was any damage, I will expect the Highway Department to stand the expense of any repairs resulting from this impact, due to the fact that there were no advance warning signs to warn motorists of any bump in the road or any road construction in the area. If this work was being done by a private contractor, I would appreciate the contractor's name.

I believe the Highway Department or contractor, if any was involved, was negligent by not having advance warning signs out as the rise in the pavement was severe enough that a hazard existed which could have caused a very serious accident.

Please advise.

Yours truly,

Robert W. Nepple
Robert W. Nepple

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
JUL 2
CONSTRUCTION
DIVISION

RECEIVED
JUL 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1969

18-1140
7252

May 14, 1969

Asphalt Paving Co.
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7252 for paving and rock production on the Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc: Seaboard Surety Company, San Francisco and New York
Victor S. Risley Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
Dave Talbot
E. J. Dunn
J. F. Putnam

RECEIVED
MAY 2 - 1969
FOR FILE

18-1140
7252

May 2, 1969

Asphalt Paving Company
390 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

Enclosed are three copies of Contract No. 7252 for $183,270 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving and rock production on the Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 14, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
J. F. Putnam
E. J. Dunn
Dave Talbot

124-1125 Big Cliff Dam-Detroit Paving 1969
Proj., N. Santiam Hwy., E. of
#7253 Salem

RECEIVED
DEC 2 - 1969
FOR FILING

124-1125
7233

December 1, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 25, 1969, on Contract No. 7233. The contract was with North Santiam Sand and Gravel, Inc., and was for paving on the Big Cliff-Detroit Section of the North Santiam Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Lloyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

RECEIVED
DEC 2 - 1969
FOR FILING

124-1125
7253

December 1, 1969

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7253 awarded to North Santiam Sand and Gravel, Inc., for paving the Big Cliff-Detroit Section of the North Santiam Highway in Marion County was completed on September 25, 1969, and accepted by the Highway Commission on December 1, 1969.

Final payment in the amount of $14,008.85 will be released to the contractor after December 8, 1969. The total contract amount is $280,271.93 including $1,760.57 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Jhm

cc North Santiam Sand & Gravel, Inc.
S. First Street
Stayton, Oregon 97383

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asburry

RECEIVED
DEC 24 1969
FOR FILING

124-1125
7253

agenda 39
II 15
11-18-69

November 26, 1969

North Santiam Sand and Gravel, Inc.
South First Street
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, considered your request for a 17-calendar workday extension of Phase A on Contract No. 7253 for paving the Big Cliff-Detroit Section of the North Santiam Highway in Marion County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a one-calendar workday extension on Phase A.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

sj
cc F. D. Morgan
V. E. Skoog
R. D. Asburry
Keats Oliver

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1969

SUBJECT: Extension of Time
Big Cliff-Detroit Section
North Santiam Highway
Contract No. 7253

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from North Santiam Sand and Gravel, Inc., contractor on the subject contract, the attached request for 17 calendar workdays on Phase "A". The contractor's request is based on difficulty in crushing materials in the Minto Quarry site plus mechanical breakdown.

This contract was established with two specified calendar workday counts. Phase "A" covered the production of crushed material to be placed in stockpile and 75 days were allowed for this work. Phase "B" covered all of the remaining work which included the overlay paving; 135 calendar workdays were allowed for this work (concurrence with Phase "A"). No liquidated damages were charged against Phase "B" as the work was completed within the time allowed.

Neither of the contractor's reasons are valid for granting an extension of time under the contract specifications. The contractor received the benefit of a temporary suspension of work from August 19 to September 23, 1969. The stop work order on Phase "A" was issued so that the contractor could concentrate his effort on Phase "B" (the paving) before bad weather set in. The stop work order was in effect for one week beyond the time that he completed the production of the A. C. aggregates. The A. C. aggregates were produced from a private source near Gates and this additional week was granted to allow moving time, which we believe was very liberal.

There was a minor delay in mailing the contract to the contractor after award. This was one of the exceptionally large number of contracts let on April 17 and 18, 1969. The specifications indicate that any delay beyond 20 days from the date bids were received is a justifiable reason for an extension. In this case, the contract was mailed 21 days after bids were received. An extension of 1 calendar workday is justified.

We recommend that the contractor be granted an extension of one calendar workday. The project was completed in its entirety on September 25, 1969 at which time 92 calendar workdays had been charged against Phase "A". These 17 days extra represent $1,275 in liquidated damages at the rate of $75 per day. The one day extension will reduce the liquidated damages to $1,200. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw

Enc.

cc V. L. Gallagher

RECEIVED
OCT 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7253 Contractor North Santiam Sand & Gravel, Inc.

Highway North Santiam

Section Big Cliff-Detroit

Kind of Work Paving and Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED [illegible]~~ GRANTED The reasons for such recommendation are as follows:

The reasons as listed by the contractor do not constitute justification for an extension of time in accordance with the requirements set down by the specifications. A delay in submitting the contract and bond to the contractor for signature in excess of 20 days referred to in the specifications justifies an extension of 1 calendar workday.

Recommended for Approval:

R. D.
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7253
Project designation (State-Federal)	State
Date awarded	April 22, 1969
Work started	May 26, 1969
Per cent completed	100% Sept. 25, 1969 (Date)
Calendar No. of Workdays Allowed	a- 75 b- 135
Calendar No. of Workdays Used	a- 92 b- 128
Calendar No. of Added Workdays Requested	a- 1

H-320 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 16, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 92 days, within which to complete our Contract No. 7353, without the assessment of liquidated damages. The said contract is described as follows:

Paving, Big-Cliff-Detroit section N.Santiam Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The nature of the materials to be crushed at the Minto quarry site plus mechanical breakdowns caused us to be delayed in completing this portion of the contract even though the major portion was completed seven days ahead of time. We made a sincere effort to make up the delay by running two shifts, and ask that the Oregon State Highway Dept. abate the penalty charge if at all possible, since we do not feel that the Oregon State Highway Dept. suffered any actual loss because of our inability to finish on time.

Respectfully submitted,

North Santiam Sand & Gravel, Inc.
Contractor

By R E Morgan Secretary

CONSENT OF SURETY

Date October 17, 19 69

We, UNITED PACIFIC INSURANCE COMPANY
415 SW Tenth Avenue, Portland, Oregon 97205,

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ralph B Chamberlain
Attorney-in-fact

(SEAL)

Resident Agent

c

RECEIVED
NOV 4 - 1969
FOR FILING

124-1125
7253

November 3, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 15
November 18, 1969 meeting

North Santiam Sand and Gravel, Inc., contractor on the Big Cliff-Detroit project on the North Santiam Highway in Marion County, Contract No. 7253, requests a 17-calendar workday extension of Phase "A". The contractor's request is based on mechanical breakdowns and difficulties in crushing materials in a quarry site.

This project was established with two specified calendar workday counts. Phase "A" covered the production of crushed materials for maintenance purposes. Phase "B" covered all remaining work including a pavement overlay. Phase "B" was completed within the time allowed.

The reasons which the contractor cites are not allowable reasons for extension under the contract specifications. This project was one of an exceptionally large number for which bids were received April 17 and 18, 1969. Due to the heavy volume of contract documents to be prepared, there was a 21-day interval from the date bids were received until the date the contract and bond were mailed to the contractor for execution. The contract specifications allow this as a justifiable reason for extension for the time in excess of 20 days, or one day in this instance.

This is a State project and does not require approval by the Bureau of Public Roads. I recommend that a one-calendar workday extension be granted on Phase "A" which will leave 16 days of liquidated damages, amounting to $1,200.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
R. D. Asburry
V. E. Skoog

DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7253 Contractor [illegible], Inc.

Highway [illegible]

Section [illegible]

Kind of Work [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED/~~GRANTED. The reasons for such recommendation are as follows:
GRANTED

[illegible] justification for an [illegible] specifications.

A delay in submitting the contract and bond to the contractor for signature in excess of 20 days referred to in the specifications justifies an extension of 1 calendar workday.

Recommended for Approval:

R. D. [illegible]
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. [illegible]

Project designation [illegible]
State-Federal

Date awarded [illegible]

Work started [illegible]

Per cent completed 100% [illegible] 25, 19-9
Date

Calendar
No. of Workdays Allowed C 135

Calendar
No. of Workdays Used C 93

Calendar
No. of Added Workdays Requested 1

[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 16, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 92 days, within which to complete our Contract No. 7353, without the assessment of liquidated damages. The said contract is described as follows:

Paving, Big Cliff-Detroit section N. Santiam Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Re: The nature of the materials to be crushed at the [illegible] quarry site plus mechanical breakdowns caused us to be delayed in completing this portion of the contract even though the major portion was completed seven days ahead of time. We made a sincere effort to make up the delay by running two shifts, and ask that the Oregon State Highway Dept. abate the penalty charge if at all possible, since we do not feel that the Oregon State Highway Dept. suffered any actual loss because of our inability to finish on time.

Respectfully submitted,

North Santiam Sand & Gravel, Inc.
Contractor

By E Morgan, Secretary

CONSENT OF SURETY

Date October 17, 19 69

We, UNITED PACIFIC INSURANCE COMPANY
415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ralph B Chamberlain
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7253 Contractor [illegible] Sand & Gravel, Inc.

Highway North Santiam

Section [illegible]

Kind of Work [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~—GRANTED. GRANTED The reasons for such recommendation are as follows:

The reasons as listed by the contractor do not constitute justification for an extension of time in accordance with the [illegible] specifications.

A delay in submitting the contract and bond to the contractor for signature in excess of 30 days referred to in the specifications justifies an extension of 1 calendar workday.

Recommended for Approval:

R. D. [illegible]
Division Engineer

Construction Engineer ~~or Bridge Engineer~~

W. Klabo
Assistant State Highway Engineer

Contract No. 7253

Project designation State (State-Federal)

Date awarded April 22, 1969

Work started May 26, 1969

Per cent completed 100% Sept. 25, 1969 (Date)

Calendar

No. of Workdays Allowed C 75 135

Calendar

No. of Workdays Used C 93 138

Calendar

No. of Added Workdays Requested C 1

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 16, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 92 days, within which to complete our Contract No. 7353, without the assessment of liquidated damages. The said contract is described as follows:

Paving, Big-Cliff-Detroit section N. Santiam Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

[illegible] The nature of the materials to be crushed at the Minto quarry site plus mechanical breakdowns caused us to be delayed in completing this portion of the contract even though the major portion was completed seven days ahead of time. We made a sincere effort to make up the delay by running two shifts, and ask that the Oregon State Highway Dept. abate the penalty charge if at all possible, since we do not feel that the Oregon State Highway Dept. suffered any actual loss because of our inability to finish on time.

Respectfully submitted,

North Santiam Sand & Gravel, Inc.
Contractor

By E. Morgan Secretary

CONSENT OF SURETY

Date October 17, 1969

We, UNITED PACIFIC INSURANCE COMPANY

615 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ralph B. Chamberlain
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [illegible] Contractor [illegible], Inc.

Highway [illegible]

Section [illegible]

Kind of Work [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED/GRANTED~~ GRANTED The reasons for such recommendation are as follows:

The reasons as listed by the contractor do not constitute justification for an extension of time in accordance with the requirements set down by the specifications.

A delay in submitting the contract and bond to the contractor for signature in excess of 20 days referred to in the specifications justifies an extension of 1 calendar workday.

[illegible]

Recommended for Approval:

R. D. [illegible]
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. [illegible]

Project designation State
State-Federal

Date awarded April 22, 19[illegible]

Work started May [illegible], 19[illegible]

Per cent completed 100% [illegible] 25, 19[illegible]
Date

Calendar
No. of Workdays Allowed [illegible]

Calendar
No. of Workdays Used [illegible]

Calendar
No. of Added Workdays Requested [illegible]

E-250 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct. 16, 19[illegible]

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 92 days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

Paving, Big Cliff–Detroit section N. Santiam Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Ad The nature of the materials to be crushed at the State quarry site plus mechanical breakdowns caused us to be delayed in completing this portion of the contract even though the major portion was completed seven days ahead of time. We made a sincere effort to make up the delay by running two shifts, and ask that the Oregon State Highway Dept. waive the penalty charge if at all possible, since we do not feel that the Oregon State Highway Dept. suffered any actual loss because of our inability to finish on time.

Respectfully submitted,

North Santiam Sand & Gravel, Inc.
Contractor

By E Morgan Secretary

CONSENT OF SURETY

Date October 17, 19[illegible]

We, UNITED PACIFIC INSURANCE COMPANY
615 SW Tenth Avenue, Portland, Oregon 97[illegible], as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ralph B Chamberlain
Attorney-in-fact

(SEAL)

Resident Agent

124-1125
7253

C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Big Cliff-Detroit

WEEK ENDING: Oct. 18, 1969

SECTION PREFIX: 124-1125

HIGHWAY: N. Santiam

COUNTY: Marion

NAME OF JOB: Big Cliff-Detroit

KIND OF WORK: paving

CONTRACTOR: North Santiam Sand & Gravel, Inc.

CONTRACT NUMBER: 7253

FEDERAL AID PROJECT NUMBER: state

DATE OF CONTRACT: 4/22/69

DATE WORK STARTED: 5/26/69

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS (a)75 (b)135

CALENDAR DAYS USED (a)92 (b) 128

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED (a) 123 (b) 95

PROJECT AUTHORIZATION: $ 323,123.15*

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 297,501.01*

ENGINEERING AUTHORIZATION $ 25,622.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 284,864.08**

ENGINEERING COST TO DATE $ 20,200

DATE PROJECT WAS COMPLETED: Sept. 25, 1969

ESTIMATED PERCENT: OVERRUN / UNDERRUN - 4.2 %

PERCENT OF AUTHORIZATION 79 %

* included $ 54,920 maintenance material
** includes 50,744 "

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					11.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED					11.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000		25,250
TOTAL QUANTITIES CORRECTED TO DATE			14,905		24,391
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			same		same
AVERAGE DAILY QUANTITIES					2000
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	shrs			
THURSDAY	"			
FRIDAY	cldy			
SATURDAY				

Routing
Morse
Decker
Walker
Johnsen
Swan
Litchfield

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work.

Semi final estimate was submitted to Division Office on Oct. 15th.

Project completed.

Final Report

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

4C

RECEIVED
SEP 28 1969

124-1125
7253

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1969

SUBJECT: Accidents 9-13-69
Big Cliff-Detroit Section
North Santiam Highway
Contract #7253 Prefix #124-1125

To: MEMO TO THE FILE

The following information was given to Mr. Jack Sollis approximately 10:00 A. M., September 15, regarding two accidents which occurred on the subject project over the past weekend.

Accident No. 1

Time: Approximately 2:00 A. M., Sept. 13, 1969
Place: Sardine Creek (M.P. 40.47)
One fatality: Mrs. Marie Hoffman, age 27, lived at either Gates or Mehama, passenger.

Driver: Mr. Willie Hoffman, age 27, husband of Marie Hoffman, reported not critical at Salem Hospital.

Accident No. 2

Time: Approximately 2:00 A. M., Sept. 13, 1969
Place: M.P. 46±
Two persons involved, both taken to the hospital at Stayton. Reports neither critical.
Driver: Barbara Davidson, age 34, of Mill City.
Passenger: Leon Gilbert, age 27 of Gates.

Mr. Sollis said he would report this to our insurance carrier. We are having our Resident Engineer prepare a complete report for later submission.

R D Asbury
R. D. Asburry
DIVISION ENGINEER

RECEIVED
SEP 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RDA/cg

cc: F. D. Morgan
Jack Sollis
Keats Oliver

RECEIVED
CONSTRUCTION
DIVISION

c

RECEIVED
MAY 23 1969

124-1125

7253

May 23, 1969

North Santiam Sand & Gravel, Inc.
South First Street
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7253 for paving on the Big
> Cliff-Detroit Section of the North
> Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Davis-Foley Insurance Co.
D. J. Barbee
F. D. Morgan
I. D. Merchant
R. D. Asburry
Keats Oliver

MAY 9 - 1969

FOR

124-1125

7253

May 9, 1969

North Santiam Sand & Gravel, Inc.
South First Street
Stayton, Oregon 97383

Gentlemen:

Enclosed are three copies of Contract No. 7253 for $282,690 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the Big Cliff-Detroit Section of the North Santiam Highway in Marion County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar working count on this contract will begin May 21, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cf
Enclosures

bc: Frank Morgan
D. J. Barbee
L. D. Merchant
H. W. McCauley
Keats Oliver
R. D. Asberry

26-1185 Southern Pacific O'Xing.- 1969
Milwaukie Sec., of Pacific Hwy. E.
#7254 near Milwaukie (Paving)

RECEIVED
DEC 2 1949
FOR FILING

26-1185
7234

December 1, 1949

Oregon State Highway Commission

Gentlemen:

Work was completed August 30, 1949, on Contract No. 7234. The contract was with Cascade Construction Company and was for paving on the Southern Pacific Overcrossing-Milwaukie Section of the Pacific Highway East in Multnomah and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1949, and that you concur in this procedure at the Commission meeting on December 13.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Kimbee
W. D. Wolfe
W. E. Skoog
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

RECEIVED
DEC 2 - 1969
FOR FILING

26-1185
7254

December 1, 1969

Rathbone, King & Seeley
310 S.W. 4th Street
Portland, Oregon 97204

Gentlemen:

Contract No. 7254 awarded to Cascade Construction Company for paving on the S.P. O'Xing-Milwaukie Section of the Pacific Highway East in Multnomah and Clackamas Counties was completed on August 30, 1969, and accepted by the Highway Commission on December 1, 1969.

Final payment in the amount of $3,160.68 will be released to the contractor after December 8, 1969. The total contract amount is $94,178.78 including $341.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Cascade Construction Co.
Foot of S.W. Abernathy Street
Portland, Oregon 97201

Hugh Lacey Insurance
Woodlark Building
Portland, Oregon

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
A. E. Johnson
L. W. Rulien

26-1185

7254

C

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. P. Oxing- Milwaukie

WEEK ENDING: Sept.27, 1969

SECTION PREFIX: 34-1185

HIGHWAY: Pacific East

COUNTY: Mult. and Clack.

NAME OF JOB: S. P. Oxing - Milwaukie

KIND OF WORK: Paving

CONTRACTOR: Cascade

CONTRACT NUMBER: 7254

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April, 22, 69

DATE WORK STARTED: Aug. 19, 69

[illegible]ED COMPLETION DATE: Aug. 30, 69

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS: —

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 99

SPECIFIED COMPLETION DATE: —

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 115,431.77

EXCLUSIVE OF ENGINEERING: $ 106,278.59

ENGINEERING AUTHORIZATION: $ 9154.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98 (State force work to do)

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 106,100

ENGINEERING COST TO DATE: $ 7500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: OVERRUN UNDERRUN ______ %

PERCENT OF AUTHORIZATION: 82 %

DATE PROJECT WAS COMPLETED: Aug. 30, 69

Semipfinal est. Sept 25, 69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	[illegible]/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,500
TOTAL QUANTITIES CORRECTED TO DATE					13,991
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,991
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy Day showers night			
MONDAY	Shwrs Day Rain night			
TUESDAY	cloudy - shwrs			
WEDNESDAY	cloudy- shwrs			
THURSDAY	" "			
FRIDAY	Fair			
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 23 196[illegible]
CONSTRUCTION DIVISION

~~NOTED~~
[illegible] R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract work was completed on Aug 30. The semi-final estimate was delivered to the Div. office On Thurs.

State force work remaining is (1) Construct traffic bars in median. (2) Saw drainage slots thru concrete divider.

SIGNED

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 23 1969
[illegible]

26-1185

7254

May 23, 1969

Cascade Construction Company
Foot of S.W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7254 for paving on the S.P.
> O'King-Milwaukie Section of Pacific Highway
> East in Multnomah and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr

Enclosure

cc: Rathbone, King & Seeley
Hugh Lacey Insurance
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. W. Rulien
W. J. Scofield

RECEIVED
MAY 13 1969

26-1185
7254

May 13, 1969

Cascade Construction Company
Foot of S.W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

Enclosed are three copies of Contract No. 7254 for $97,902 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the S.P. O'Xing-Milwaukie Section of Pacific Highway East in Multnomah and Clackamas Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
W. J. Scofield
L. W. Bulien

6-1613 Flanagan Ave.-Edward Ave. Section 1969
Oregon Coast Hwy., S. of Coos Bay
#7256 (Signal installation)

(14A) 3716 4-25-61 (Lea [illegible])

RECEIVED
DEC 12 1969

6-1613
7256

Coos County

BOARD OF COMMISSIONERS — LONNIE VAN ELSBERG FRANK L. REMA WILLIAM L. MILLER

COQUILLE, OREGON 97423

December 8, 1969

Forrest Cooper
State Highway Engineer
State Highway Bldg.
Salem, Oregon 97310

Re: Flanagan Avenue-Edwards Avenue
Traffic Signal Contract #7256

Dear Mr. Cooper;

This is to confirm acceptance of the above mentioned project which appears to be in conformance with the plans and specifications agreed upon between the State Highway Commission and Coos County.

Very truly yours,

BOARD OF COMMISSIONERS

Lonnie Van Elsberg
Chairman

Commissioner

William L. Miller
Commissioner

LVE/pc

Copies Bd. [illegible] 12-12-69

NOTED
TOM EDWARDS

RECEIVED
DEC 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
NOV 28 1969

FOR FILING

6-1613
7256

November 28, 1969

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $300 will be made to Hansen Electric Company on Contract No. 7256 for traffic signal installation on the Flanagan Avenue-Edward Avenue section of the Oregon Coast Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $21,368.46 including the post-final payment. Of the total, $36.46 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Hansen Electric Company
248 South Second Street
Coos Bay, Oregon 97420

bc Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Herr
Carroll T. Keasey

RECEIVED
DEC 24 1969

FOR FILING

6-1613
7256

Agenda 29
#16

November 26, 1969

Hansen Electric Company
245 South Second Street
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, granted your request for an additional ten calendar days, without assessment of liquidated damages, on Contract No. 7256 for installation of traffic signals on the Flanagan Avenue-Edward Avenue Section of the Oregon Coast Highway in Coos County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Mead, Assistant Secretary

sj
cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Kessey
Eugene Ash

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 23 1969
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Calendar days

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7256 Contractor Hansen Electric Co.

Highway Oregon Coast

Section Flanagan Ave. - Edwards Ave.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of calendar days within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Grant 10 days without assessment of liquidated damages because of plan changes made after award of the contract which required the contractor to order additional material.

Recommended for Approval:

John Gunner
asst
Division Engineer

Ivan V Merchant
~~Construction Engineer~~ or
Bridge Engineer

asst
State Highway Engineer

Contract No.	7256
Project designation	State ~~State-Federal~~
Date awarded	May 15, 1969
Work started	June 4, 1969
Per cent completed	100% October 3,1969 Date
No. of Calendar days allowed	120
No. of Calendar days Used	130
No. of Added Calendar days Requested	10

State Printing [illegible]

E—330 (Rev.)—8M—4-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Calendar days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 120 days to 130 days, within which to complete our Contract No. 7256, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Signal change at HWY 101 and Edwards Ave. Required reordering of the IMSA cable causing a 5 day delay.
2. Pole bases are further apart than shown on drawings causing cable ordered to be too short. Five(5) day delay in receiving additional cable was experienced.
3. Flasher units were relocated from controller location causing a 3 day delay.

Respectfully submitted,

HANSEN ELECTRIC CO.
Contractor

By Russell D. Hansen
RUSSELL D. HANSEN

CONSENT OF SURETY

Date October 10, 1969

We, United Pacific Insurance Company of Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of calendar days and hereby agree to remain fully bound as surety in all respects as if the number of calendar days remained as stipulated in the original agreement.

Rudolph W.
Attorney-in-fact

(SEAL)

Rudolph W.
Resident Agent

RECEIVED
NOV 12 1969
FOR FILING

6-1613

7256

November 12, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 3, 1969, on Contract No. 7256. The contract was with [illegible] Electric Company and was for traffic signal installation on the Flanagan Avenue-Edward Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 12, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Kassey
srb sr

RECEIVED
NOV 18 1969

FOR FILING

6-1613
7256

November 12, 1969

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7256 awarded to Hansen Electric Company for traffic signal installation on the Flanagan Avenue-Edward Avenue section of the Oregon Coast Highway in Coos County was completed on October 3, 1969, and accepted by the Highway Commission on November 12, 1969.

Final payment in the amount of $1,102.91 will be released to the contractor after November 19, 1969. The total contract amount is $21,065.46 including $36.46 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mj

cc Hansen Electric Co.
245 South Second Street
Coos Bay, Oregon 97420

bc Frank Morgan
Ivan Merchant
V. L. Skoog
Attn: John Harr
Carroll T. Kessey

RECEIVED
NOV 4 - 1969
FOR FILING

6-1613
7256

November 4, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 16
November 18, 1969 meeting

Hansen Electric Co., contractor for the installation of traffic signals on the Flanagan Avenue-Edward Avenue Section (Coos Bay) of the Oregon Coast Highway in Coos County, Contract 7256, has requested ten additional calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra time in obtaining materials involved in plan changes made after the award of the contract as the reason for failure to complete the work on time.

The contract was awarded May 13, 1969, and allotted 120 calendar days to complete the work. The work was completed October 3, 1969, with 130 days charged. This is an overrun of 10 calendar days.

Rearrangement of a crosswalk in the intersection area for greater safety to pedestrian traffic required adjustment of pole spacing which made it necessary for the contractor to order additional span and conductor wire to accommodate the longer spans.

This is a condition beyond the contractor's control and I recommend the contractor be granted a 10-calendar day increase in time without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
C. T. Keasey

CAG:dh sr

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 29 1969
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7256 Contractor Hansen Electric Co.

Highway Oregon Coast

Section Flanagan Ave. - Edwards Ave.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 10 days without assessment of liquidated damages because of plan changes made after award of the contract which required the contractor to order additional material.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7256

Project designation State
State-Federal

Date awarded May 15, 1969

Work started June 4, 1969

Per cent completed 100% October 3,1969
Date

No. of Workdays Allowed 120

No. of Workdays Used 130

No. of Added Workdays Requested 10

State Printing 7000

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Calendar days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 9, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 120 days to 130 days, within which to complete our Contract No. 7256, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Signal change at HWY 101 and Edwards Ave. Required reordering of the IMSA cable causing a 5 day delay.
2. Pole bases are further apart than shown on drawings causing cable ordered to be too short. Five(5) day delay in receiving additional cable was experienced.
3. Flasher units were relocated from controller location causing a 3 day delay.

Respectfully submitted,

HANSEN ELECTRIC CO.
Contractor

By Russell D. Hansen
RUSSELL D. HANSEN

CONSENT OF SURETY

Date October 10, 1969

We, United Pacific Insurance Company of Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of calendar days remained as stipulated in the original agreement.

Rudolph W. Juul
Attorney-in-fact

Rudolph W. Juul
Resident Agent

(SEAL)

6-1613
7256

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Flanagan Ave. - Edward Ave. (Bunker Hill)

WEEK ENDING: October 11, 1969

SECTION PREFIX: 6-1613

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Flanagan Ave. - Edward Ave.

KIND OF WORK: Traffic Signal Istallation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 7256

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 15, 1969

DATE WORK STARTED: June 14, 1969

ESTIMATED COMPLETION DATE: October 4, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 130

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 108

PROJECT AUTHORIZATION: $ 24,487.95

EXCLUSIVE OF ENGINEERING: $ 22,341.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,341.05

ENGINEERING AUTHORIZATION: $ 2,137.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING COST TO DATE: $ 1,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: OVERRUN UNDERRUN .... ____ %

PERCENT OF AUTHORIZATION: 80 %

DATE PROJECT WAS COMPLETED: October 4, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - panel truck; 1 - ladder truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Clear			
MONDAY 6	Clear			
TUESDAY 7	Overcast			
WEDNESDAY 8	Showers			
THURSDAY 9	Rain			
FRIDAY 10	Clear			
SATURDAY 11				

Routing
Morgan
Decker
Bond
Walker
Bochme
Johnsen
Gallagher
Stein

RECEIVED
CONSTRUCTION DIVISION
BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity.
MONDAY 6	Removing equipment from jobsite.
TUESDAY 7	No activity.
8 WEDNESDAY	No activity.
THURSDAY 9	No activity.
FRIDAY 10	Removing contractor's ident. signs.
SATURDAY 11	No activity.

REMARKS

Project complete.

Semi-final estimate to be submitted on about Oct. 31, 1969. Contractor still to submit Force Account Bills for flagging and manufacturer's equipment brochures.

SIGNED Eugene H. Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP•F216

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JUN 10 1969
FOR FILING

6-1613
7256

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1969

SUBJECT: Parking Prohibition
Bunker Hill Section
Oregon Coast Highway
TE 746~~1~~ 3

noted me

To: Tom Edwards
Assistant State Highway Engr.
BUILDING

7463

The signs implementing the parking prohibition on US101 in the Bunker Hill Section were installed on May 2.

L. E. George
L. E. George
Assistant Traffic Engineer

VPJ:ji

NOTED
TOM EDWARDS

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1969
FOR FILING

6-1613

1256

4a

May 15, 1969

Bunker Hill

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Dear Mr. Myers:

Copy in

Attached for your files is a duplicate original of "Speed Zone Resolution No. 545" adopted by the Highway Commission on April 22, 1969.

This resolution adopts a 30 mile-per-hour speed zone on the Oregon Coast Highway from the south city limits of Coos Bay to south of Adams Street including a school crossing zone.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

F. O. CRANDALL

OREGON STATE HIGHWAY DEPARTMENT
DIVISION III - ROSEBURG
March 1969

REPORT OF SPEED ZONE REINVESTIGATION
Oregon Coast Highway
Coos County

RECOMMENDATION:

As a result of this reinvestigation it is recommended that Oregon State Highway Commission Resolution No. 136 establishing a 40 MPH speed zone, including its school zone, on the Oregon Coast Highway in Coos County in the vicinity of Bunker Hill be rescinded in order to extend the existing 40 MPH speed zone to the south and to correct the speed zone boundaries to the current mile post designation as follows:

From the south city limits of Coos Bay (MP 239.22) to a point 0.14 mile south of Adams Street (MP 240.03) . . . . 40 MPH 1/

1/ Except that between a point 300 feet northwest of Edwards Street (MP 239.54) and a point 400 feet north of Adams Street (MP 239.81) the indicated speed shall be 20 MPH during the hours of school crossing as per the provisions of subsection 1.a., of ORS 483.104.

HISTORICAL BACKGROUND:

On January 21, 1954, the Oregon State Highway Commission enacted Resolution No. 136 establishing the following speed zone on the Oregon Coast Highway in Coos County:

From the south city limits of Coos Bay to the south entrance to the Bunker Hill School . . . . 40 MPH 1/

1/ Except that between a point 300 feet northwest of Edwards Street and the south entrance to Bunker Hill School the established maximum speed shall be 20 MPH during school recess or while children are going to or leaving school during opening or closing hours.

This reinvestigation and report is in response to a letter dated February 27, 1969, from Mr. L. E. George, Assistant Traffic Engineer, State Highway Department, requesting a speed zone investigation on the Oregon Coast Highway in the vicinity of Bunker Hill to determine whether the existing 40 MPH speed zone should be reduced to a lower limit.

INVESTIGATION:

No formal investigation was undertaken north of the section investigated

MAR 12 1969

Approved 3-11-69

as there is an existing 30 MPH speed zone established by State Speed Control Board Resolution No. 1418 on October 18, 1966. Also, no formal investigation was undertaken south of the section investigated due to the lack of roadside culture and basic rule operation should prevail.

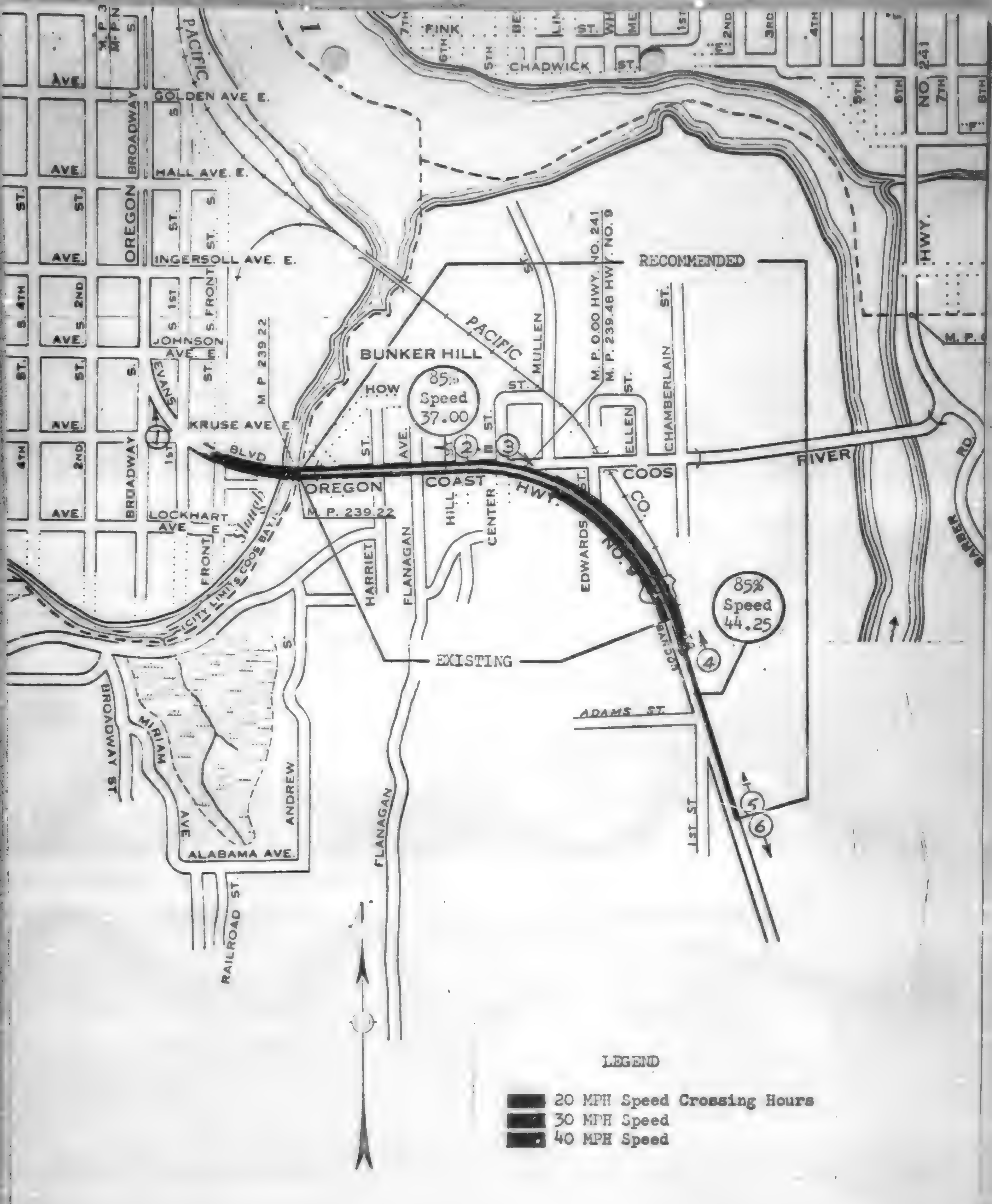
The roadside culture in the section investigated from the south city limits of Coos Bay to a point 0.14 mile south of Adams Street consists of moderate residential and business development in the northwesterly portion of the section and consists of light residential and business development in the southerly portion of the section. The Bunker Hill School is located on a plateau above the highway on the westerly side of the highway in the southerly portion of the section. The playground area is fenced and is separated from the highway by a large ditch. The horizontal alignment is tangent on both ends of the section and consists of a large horizontal curve in the central portion of the section, having a safe speed in excess of 40 MPH. The Bunker Hill School is located on the south end of this curve which tends to obscure the school from the view of the southbound motorists. The vertical alignment consists of a mild vertical curve which crests at the junction of the Coos River Highway. The pavement is 60 feet in width, consisting of four travel lanes throughout the section, with the exception of that portion of the section from First Street to the south end of the section which is 52 feet in width. The pavement is of P. C. C. construction from the north end of the section to the junction of the Coos River Highway and is of bituminous construction from the Coos River Highway to the south end of the section. A 5' jiggle bar median is present throughout the section with the exception of that area at the junction of the Coos River Highway where extensive channelization has been provided allowing traffic to transfer from one highway to another. Parking has been provided throughout the section with the exception of those areas in the southwesterly side of the highway from a point 250 feet south of Edwards Street to a point 0.11 mile south of Edwards Street, from First Street to the south end of the section and on the northeasterly side of the highway from Hill Street to a point 200 feet northwesterly of Edwards Street. There are nine intersecting streets within this section all of which have been provided with "STOP" signs. A "STOP" sign has also been provided on the south exit from the Bunker Hill School and on the eastbound connection from the Oregon Coast Highwayto the Coos River Highway. A crosswalk is located on the south side of the intersection of Edwards Street and "SCHOOL CROSSING" signs with flashers which function during crossing hours are located on each side of the southbound lanes [illegible] feet north of Edwards Street and a "SCHOOL CROSSING" sign is located on the easterly side of the highway 400 feet north of Adams Street. Curbs and sidewalks are present throughout the section with the exception of that portion of the section on the easterly side of the highway from Edwards Street to the south end of the section. The indicated speed is 40 MPH. The 1967 ADT for this 0.81 mile length section was 12,050 vehicles.

There were 116 reported accidents within this section for the period January 1, 1966 to September 30, 1968. There were no fatalities, but 56 persons were injured. The majority of accidents occurring were rear-end and turning type accidents. There were 33 reported accidents in 1967, and the 1967 accident rate was 9.26 accidents per million vehicle miles.

Two speed checks taken at representative locations within this section revealed that the speed at or below which 85% of the vehicles traveled was 40.63 MPH. The ten mile range containing the largest number of vehicles was from 31 to 41 MPH and represented 71% of the total sample. The maximum speed recorded was 57 MPH and 23% of the vehicles exceeded the indicated speed.

In summary, that portion of the Oregon Coast Highway investigated serves a moderate residential and business area in the northwesterly portion of the section and a light residential and business area in the southerly portion of the section. The Bunker Hill School is located in the southerly portion of the section and the junction of the Coos River Highway forms a busy intersection in the central portion of the section. The horizontal alignment is not adverse, however, the horizontal curve located in the central portion of the section tends to obscure the Bunker Hill School and school crossing from the view of the southbound motorists. The vertical alignment is not adverse and the pavement is of adequate width. Based on the roadside culture and primarily on the prevailing speed and pace limits, the previously stated recommendation is made.

KDC law
3-10-69


RECOMMENDED
EXISTING
BUNKER HILL
85% Speed 37.00
85% Speed 44.25
OREGON COAST HWY.
COOS RIVER HWY.
CO. NO.
PACIFIC
M. P. 0.00 HWY. NO. 241
M. P. 239.48 HWY. NO. 9
M. P. 239.22
GOLDEN AVE E.
HALL AVE. E.
INGERSOLL AVE. E.
JOHNSON AVE. E.
KRUSE AVE E.
LOCKHART AVE E.
CITY LIMITS COOS BAY
Slough
CHADWICK ST.
FINK ST.
MULLEN ST.
CHAMBERLAIN ST.
ELLEN ST.
EDWARDS ST.
CENTER ST.
HILL ST.
HOW
FLANAGAN AVE.
HARRIET
ADAMS ST.
1ST ST
ALABAMA AVE.
MIRIAM AVE
ANDREW
BROADWAY ST.
RAILROAD ST.
BARBER RD.
NO. 241
1
2
3
4
5
6
LEGEND
20 MPH Speed Crossing Hours
30 MPH Speed
40 MPH Speed

RECEIVED
JUN 26 1969
FOR FIL

6-1613

7256

May 15, 1969

Hansen Electric Co.
245 South Second Street
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on April 22, 1969, accepted your proposal for traffic signal installation on the Flanagan Avenue-Edward Avenue Section of the Oregon Coast Highway in Coos County for the sum of $21,329 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Coos County is received and the sum of $12,200 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7256.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 27, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Eugene Ash
C. T. Keasey
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)

RECEIVED
MAY 15 1969

FO[illegible]

6-1613
7256

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1969

To: Memo to the File

SUBJECT: Installation of Traffic Signals in Bunker Hill Area, south of Coos Bay US101

Check No. 30230 in the amount of $12,211 was received on May 14 from Coos County for its share of the cost of the subject traffic signal installation and is this date being forwarded to the Accounting Division. Contract may now be awarded.

Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
H. S. Cox
V. E. Skoog (attachment)

C

RECEIVED
MAY 21 1969

FOR FILE
6-1613
7256

H j

April 25, 1969

MISC. CONTRACTS and
AGREEMENTS No. 3766

4-22-69

Board of County Commissioners
Coos County
Courthouse
Coquille, Oregon 97423

Attention: Fay Crabtree
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals at two intersections on the Oregon Coast Highway in the Bunker Hill Section south of Coos Bay.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachment

cc F. B. Crandall
(conformed agreement attached)

RECEIVED
MAY 2 - 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

6-1613
7256

~~March 26, 1969~~
4-1-69

Oregon State Highway Commission

4j

Gentlemen:

An agreement has been executed with Coos County for the installation of traffic signals at two intersections on the Oregon Coast Highway in the Bunker Hill Section south of Coos Bay.

The work to be done consists of the installation of a two-phase fully-actuated signal at the Flanagan Avenue intersection and a two-phase semi-actuated signal at the Edwards Street intersection. The total cost of the work is estimated to be $27,000.

The County has agreed to pay one-half the cost of installation and care for future maintenance and power consumption. The State's share of the installation cost is to be taken from Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

4-1-69

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
F. B. Crandall
E. S. Hunter
J. J. Gix
H. S. Cox
C. T. Keasey

Mr. Jackson approval advertising the contract for the April 17, 1969 opening

RECEIVED
APR 1 - 1969
FOR FILING

6-11613

7256

March 31, 1969

Oregon State Highway Commission

Gentlemen:

For some time, we have engaged in an attempt to reduce traffic hazards on the Bunker Hill Section of the Oregon Coast Highway, south of Coos Bay. As a part of the work, left-turn refuges will be established at all intersections in the section. This will require parking prohibition.

It is recommended that parking be prohibited on the Oregon Coast Highway between the easterly end of the Coal Bank Slough Bridge (M.P. 239.23, Engineer's Station 39+25) and Mullen Street (M.P. 239.53, Engineer's Station 54+75) in Coos County.

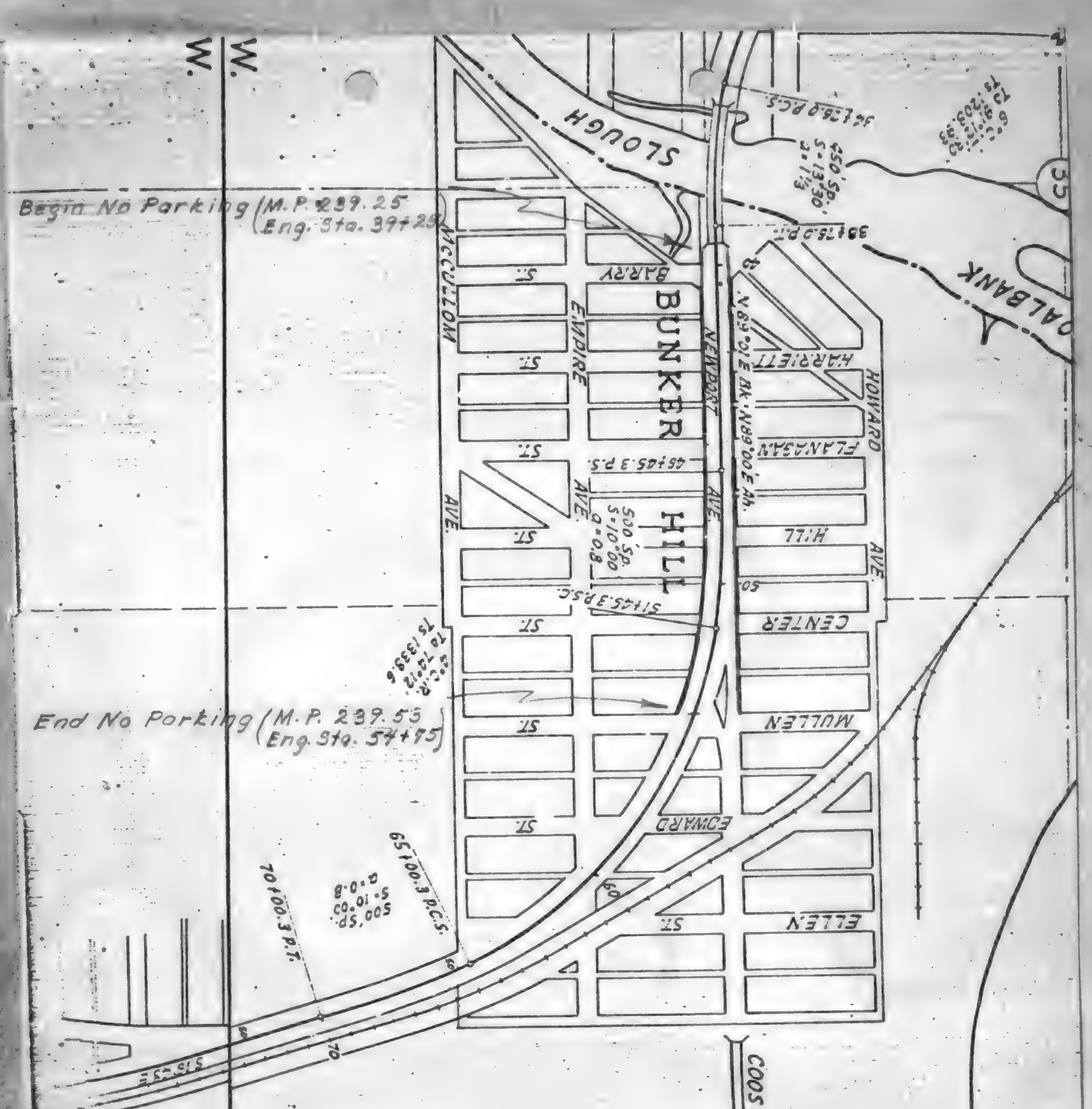
This was verbally approved by Chairman Jackson on March 26, 1969, and will be on the agenda for your confirmation at the April 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc: Floyd Query
F. L. Porter
Tom Edwards
V. D. Wolfe
Ralph Sipprell
F. B. Crandall
C. T. Kessey

VPJ:ji sr



Begin No Parking (M.P. 239.25
Eng. Sta. 39+25)

End No Parking (M.P. 239.53
Eng. Sta. 54+75)

W.
W.
SLOUGH
COALBANK
35
BUNKER HILL
BARRY
ST.
McCULLOM
AVE.
EMPIRE
AVE.
NEWPORT
AVE.
HARRIETT
HOWARD
AVE.
FLANAGAN
HILL
CENTER
MULLEN
EDWARD
ELLEN
ST.
34+75.0 P.C.S.
38+75.0 P.T.
450 Sp.
S=13°30
a=1.13
45+45.3 P.S.
500 Sp.
S=10°00
a=0.8
51+45.3 P.S.C.
65+00.3 P.C.S.
500 Sp.
S=10°00
a=0.8
70+00.3 P.T.
50
60
70
COOS RIVER HWY.
To Allegany

F. B. Crandall

FORM 2-36 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

MAR 13 1969

Roseburg, Oregon
March 11, 1969

SUBJECT: Channelization and Signalization
Oregon Coast Highway
Coos Bay-Bunker Hill Section

To: Mr. F. B. Crandall
Traffic Engineer
SALEM

Attention L. E. George

As per your letter of March 6, 1969, this office has prepared a less elaborate plan for the subject section.

This plan utilizes the existing 60 ft. curbed section providing two 13 ft. curb lanes, two 11 ft. median lanes, a 10 ft. left turn lane and a 2 ft. painted nosing. The entire section has been provided with PCC curbs. The section east of that marked "Unit A" has been constructed of PCC the full 60 ft. street width. The Unit A section has AC parking areas which must be rebased and repaved. The estimate includes a "skin coat" overlay of the PCC portion in this area only to eliminate the color differential. The only construction, therefore, is in this Unit A section.

This construction would cost less than $7,000. The striping and flagging and barricading during construction would add $1,000 to the cost.

A three-phase traffic signal was mentioned in the attached correspondence. From memory, it seems that the left turn movements from a 1963 count was less than 300 vehicles per day. It would seem that a two-phase fully actuated type signal would meet the traffic requirements at Flanagan Street. Every consideration should be given to providing a standard signal at Edwards Street in view of the industrial complex it serves. In addition, recent observations by the school principal shows this crossing is not the most important school crossing. Crossings were scattered throughout the section. A manual count is being made at Edwards Street and should be available later this month.

NOTED
L.E. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

Mr. Young, Principal of Bunker Hill School, was contacted regarding the location of "Bay Park". It turned out that Harriet Street and Flanagan Avenue lead south to what he considers Bay Park. The A & W and car wash are just west of Harriet Street served by a dedicated unnamed street as shown on the attached map. The Coalbank Slough Road connects to US101 opposite this road and provides a 12 ft. clearance roadway under the Slough Bridge.

The attached plan would require prohibition of curb parking from Coal Bank Slough to the Coos River Highway Junction. The parking shown on the attached aerial photo map base is normal. The P.T.A. group did not think parking prohibition would place a hardship on local businesses. One member indicated his father owned the grocery store near Harriet Street, and the loss of curb parking would not be a problem.

Glen L. Clark
GLEN L. CLARK
Division Traffic Engineer

GLC/cw
Attach.
cc C. T. Keasey
R. A. Sandmann

Approved
Carl M. [illegible]
ADE

Quantity & Cost Estimate
Coalbank Slough - Coos River Highway Project
Oregon Coast Highway
Coos County

	Item	Unit	Quantity	Unit Cost	Total Cost
1.	General Excavation	Cu. Yd.	450	2.00	900.00
2.	Co. Crushed Base Material	Cu. Yd.	460	5.50	2,530.00
3.	Asphaltic Concrete Base Course	Ton	120	12.00	1,440.00
4.	Class "C" A. C.	Ton	150	12.00	1,800.00
					6,670.00

Other Anticipated Items:

Traffic Signal	
Striping Crew	500.00
Flagging and Temporary Barricade	500.00

Note: Existing curb and catch basins to be preserved intact.

RECEIVED
MAR 17 1969
FOR FIL

6-1613
7256

March 17, 1969

Oregon State Highway Commission

Gentlemen:

At the present time, there is a 40 mile-per-hour speed zone on the Oregon Coast Highway in the Bunker Hill Section, south of Coos Bay. Traffic volumes in this section are very high. There are a large number of left-turns off the highway and the accident record has been above average.

To improve the safety on this section of highway, it is recommended that Speed Zone Resolution No. 136 dated January 21, 1954, be rescinded and that a 30 mile-per-hour speed zone be established on the following section of the Oregon Coast Highway, No. 9, in Coos County:

> 30 MPH between the south city limits of Coos Bay (M.P. 239.22) and 0.14 mile south of Adams Street (M.P. 240.03), except that between 300 feet northwest of Edwards Street (M.P. 239.34) and 400 feet north of Adams Street (M.P. 239.81) the designated speed shall be 20 MPH during the hours of school crossings as per the provisions of Subsection 1.a., of ORS 483.104.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
C. T. Kessey

VPJ:ji sr

32-1115 Rock Creek-Wallowa Section, of 1969
Wallowa Lake Hwy., E. of LaGrande
#7257 (Paving)

RECEIVED
OCT 6 - 1969
FOR FILING

32-1115
7257

October 3, 1969

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7257 awarded to Poe Asphalt Paving, Inc., for paving the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County was completed on July 18, 1969, and accepted by the Highway Commission on October 2, 1969.

Final payment in the amount of $5,015.63 will be released to the contractor after October 9, 1969. The total contract amount is $100,833.05 including $1,299.37 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Poe Asphalt Paving, Inc.
Box 301
Lewiston, Idaho 83501

bc H. S. Coulter
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
OCT 3 - 1969
FOR FILING

32-1115
7257

October 1, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 18, 1969, on Contract No. 7257. The contract was with Poe Asphalt Paving, Inc., and was for paving on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 1, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
E. S. Coulter

srb sr

32-1115
7257

~~No. 9 [illegible]~~

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rock Creek - Wallowa

WEEK ENDING: July 25, 1969

SECTION PREFIX: 32-1115

HIGHWAY: Wallowa Lake

COUNTY: Wallowa

NAME OF JOB: Rock Creek - Wallowa

KIND OF WORK: Paving

CONTRACTOR: Poe A sphalt Paving Inc.

CONTRACT NUMBER: 7257

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 1969

DATE WORK STARTED: May 28, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 60

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $116,121.85

EXCLUSIVE OF ENGINEERING: $106,913.95

ENGINEERING AUTHORIZATION: $9,207.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $103,950.00

ENGINEERING COST TO DATE: $10,129.00

DATE PROJECT WAS COMPLETED: July 18, 1969

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1% ~~3x~~ %

PERCENT OF AUTHORIZATION: 110%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.64
MILES PARTIALLY COMPLETED					All
MILES COMPLETED					All
TOTAL ESTIMATED QUANTITIES (CONTRACT)					11,500
TOTAL QUANTITIES CORRECTED TO DATE					11,187.525
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					11,187.525
AVERAGE DAILY QUANTITIES					800
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					- - -
HOURS PER SHIFT					- - -

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Fair			
MONDAY 21	"			
TUESDAY 22	"			
WEDNESDAY 23	"			
THURSDAY 24	"			
FRIDAY 25	"			
SATURDAY 19	"			

NOTED
R. D. CHURCH

Routing
Morgan
Decker D
Bond B
Walker
Boehme
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 2[illegible]
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	- No activity all week/
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project was completed on Friday July 18th 1969.
The Contractors paving plant was setting on private property.

SIGNED J C Hiatt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
MAY 8 - 1969

32-1115
7257

May 8, 1969

Poe Asphalt Paving, Inc.
Box 351
Lewiston, Idaho 83501

Gentlemen:

Enclosed are three copies of Contract No. 7257 for $101,310 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 20, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
J. C. Hiatt
A. F. Parson

31-1119 La Grande Section, 1969
Old Oregon Trail Hwy.
#7258 (Paving)

RECEIVED
DEC 1 - 1969
FOR FILING

31- 1119
7257

December 1, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 2, 1969, on Contract No. 7238. The contract was with L. W. Vail Company, Inc., and was for paving on the La Grande Section of the La Grande-Baker Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

RECEIVED
DEC 2 1969
FOR FILING
31-1119
7258

December 1, 1969

U. S. Fidelity & Guaranty Co.
340 Central Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7258 awarded to L. W. Vail Company, Inc., for paving the La Grande Section of the La Grande-Baker Highway in Union County was completed on October 2, 1969, and accepted by the Highway Commission on December 1, 1969.

Final payment in the amount of $4,807.75 will be released to the contractor after December 8, 1969. The total contract amount is $96,916.34 including $634.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc L. W. Vail Company, Inc.
1920 North Fourth
Pasco, Washington 99301

bc Frank Morgan
Iwan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

31-1119 J
7258

Final Report

FORM 7-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: LA GRANDE		WEEK ENDING: October 4th, 1969
		SECTION PREFIX: 31-1119
	HIGHWAY: La Grande - Baker	COUNTY: Union
NAME OF JOB: La Grande	KIND OF WORK: Paving	
CONTRACTOR: L. W. Vail Co., Inc.	CONTRACT NUMBER: 7258	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 22nd, 1969	DATE WORK STARTED: August 30th, 1969	ESTIMATED COMPLETION DATE: October 2nd, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 209
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 112,387.47		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 102,571.97	ENGINEERING AUTHORIZATION: $ 9,815.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 97,924.98	ENGINEERING COST TO DATE: $ 4,913.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION: 50 %	DATE PROJECT WAS COMPLETED: October 2nd, 1969 Semi-final Oct. 8th, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.64
MILES PARTIALLY COMPLETED					3.64
MILES COMPLETED					3.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,100 ton
TOTAL QUANTITIES CORRECTED TO DATE					9,961 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9,961 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK: 1 - 966C Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	28	Pt. Cloudy			
MONDAY	29	Cloudy			
TUESDAY	30	Showers			
WEDNESDAY	1	Fair AM - Showers PM			
THURSDAY	2	Heavy Showers			Project completed
FRIDAY					
SATURDAY					

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 1969
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No activity
MONDAY 29	Cleanup of project and Pit in progress.
TUESDAY 30	Cleanup of pit area.
WEDNESDAY 1	Cleanup of pit.
THURSDAY 2	Contractor removed indentification signs and completed cleanup of Schroeder pit. This completes the project.
FRIDAY	
SATURDAY	

REMARKS

Contractor has completed all work on the project.

- FINAL REPORT -

SIGNED J C Hiatt
J. C. Hiatt
LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 5 - 1969

FOR FILING

31-1119
7254

May 2, 1969

L. W. Vail Co., Inc.
1920 North Fourth
Pasco, Washington 99301

Gentlemen:

Enclosed are three copies of Contract No. 7254 for $97,155 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving the La Grande Section of the La Grande-Baker Highway in Union County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 14, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McConley (STAC)
A. F. Parsen
J. C. Hiatt

34-1126 North Plains-Cedar Hills Blvd. 1969
Interch. Sec., Sunset Hwy., N. of
#7259 Beaverton (Paving)

RECEIVED
DEC 9 - 1969

FOR FILING

34-1126
7259

December 9, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 7, 1969, on Contract No. 7259. The contract was with Cascade Construction Company and was for paving on the North Plains-Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. H. Young
F. D. Morgan
L. W. Rulien

srb sr

RECEIVED
DEC 10 1969
FOR FILING

34-1126
7259

December 9, 1969

Rathbone, King & Seeley
310 S. W. 4th St.
Portland, Oregon 97204

Gentlemen:

Contract No. 7259 awarded to Cascade Construction Company for paving the North Plains-Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County was completed on October 7, 1969, and accepted by the Highway Commission on December 9, 1969.

Final payment in the amount of $11,907 will be released to the contractor after December 16, 1969. The total contract amount is $221,986.44 including $1,159.95 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cascade Constr. Company
Foot of S. W. Abernethy Street
Portland, Oregon 97201

Hugh Lacey Insurance Agency
Woodlark Building
Portland, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Rulien

34-1126
7259

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Plains - Cedar Hills Blvd.

WEEK ENDING: Nov. 15, 69

SECTION PREFIX: 34-1126

HIGHWAY: Sunset

COUNTY: Wash

NAME OF JOB: N. Plains - Cedar Hills Blvd. Inter.

KIND OF WORK: Paving

CONTRACTOR: Cascade Constr. Co.

CONTRACT NUMBER: 7259

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 22, 69

DATE WORK STARTED: Sept. 9, 69

~~ESTIMATED~~ COMPLETION DATE: Oct. 7, 69

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS --

SPECIFIED CALENDAR DAYS 125

WORK DAYS USED

CALENDAR DAYS USED 138

SPECIFIED COMPLETION DATE: --

PERCENT OF TIME ELAPSED: 110.4

PROJECT AUTHORIZATION: $260,073.90

EXCLUSIVE OF ENGINEERING: $239,451.00

ENGINEERING AUTHORIZATION: $20,622.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $224,350

ENGINEERING COST TO DATE: $15,900

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.3 %

PERCENT OF AUTHORIZATION: 77 %

DATE PROJECT WAS COMPLETED: Oct. 7, 69

Semifinal est submitted Nov. 14

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~SURF.~~ AND/OR PAVE	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					11.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED					11.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)					34,000
TOTAL QUANTITIES CORRECTED TO DATE					33,182
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnson

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 17 1969
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract work has been completed
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

The semi- final estimate was completed this week and submitted to the Division office today.

SIGNED ______ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

F216

RECEIVED
MAY 13 1969

FOR FILING
34-1126
7259

May 12, 1969

Cascade Construction Company
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

Enclosed are three copies of Contract No. 7259 for $226,140 awarded to you by the State Highway Commission on April 22, 1969. This contract is for paving the North Plains-Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 23, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

Enclosure

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
L. W. Bulien
W. J. Scofield

I-80N-7(23) Nelson Point RR Shoofly Sec. 1969
328 of Old Oregon Trail Hwy., S. of
#7260 Baker (Grad. & channel change)

PR- 671

7260

December 12, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $240.12 will be made to E. W. Eldridge, Inc., on Contract No. 7260 for work on the Nelson Point Railroad Shoofly Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $71,236.30 including the post-final payment. Of the total $31,617.37 is for force account.

Very truly yours,

C. W. Reed
CONSTRUCTION SERVICES

sr

cc E. W. Eldridge, Inc.
P. O. Box 98
Sandy, OR 97055

bc C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7260 ✓ 15

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 10-30-75	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. I-80N-7(23)328
COMPLETION DATE 8-21-69	ACCEPTANCE DATE BY CONTRACT AGENCY 10-23-75	TIME ELAPSED %	CONTRACT TIME 66 CWD
APPROVED EXTENSIONS — 26 CWD	LOCATION		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOV 04 1975
Washington

NELSON POINT RAILROAD SHOOFLY
OLD OREGON TRAIL
Grading

NOTED
H.S. COULTER

RECEIVED
1975
Office of
Assistant State Highway Engineer

11-5-75
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS ~~R. A. Nichols~~		SIGNATURE Original signed by E. J. Valach Dist. Engineer ~~E. J. Valach~~	
TITLE Area Engineer	DATE 10-30-75	TITLE District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

RCS 32-30-2

FO -47
(REV. 3-67)

U.S. DEP MENT OF TRANSPORTATION
FED HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

BU T BUREAU NO. 41-R2274
APPROVAL EXPIRES SEPTEMBER 1, 1972

STATE Oregon
STATE CODE ______ [1]
COUNTY Baker (R)[2]
FEDERAL PROJECT NO. I-80N-7(23)328

PART A (To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	
	CONSTRUCTION TYPE CODE	4040		DATE STARTED 6-12-69
20	FINAL CONSTRUCTION COST	$ 73,496	$	DATE COMPLETED 8-21-69
21	LENGTH OF PROJECT	0.00 MI.	MI.	TOTAL NO. BRIDGES

PART B (To be completed by contractor - See instructions on reverse)

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	TON[3] / CU. YD.		
3	BITUMINOUS MATERIAL	GAL.		
4	LUMBER	MFBM		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		
11	READY-MIXED CONCRETE	CU. YD.		
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON[3] / CU. YD.		
16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.		
19	BRIDGE RAIL	LIN. FT.		
9	PETROLEUM PRODUCTS	GAL.	7,662	
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	4,626	
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

30	LABOR	TOTAL MAN HOURS 3,529	GROSS EARNINGS 21,542

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	18"	110
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

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[1] By BPR. [2] Insert "U" or "R" for Urban or Rural. [3] Strike out unit not applicable.

EDITION OF 9-66 MAY BE USED

(Remarks: Attach plain sheet of paper)

USCOMM-DC 15941-P67

INST[illegible]TIONS FOR PREPARING AND TRANSMITTING FO[illegible]PR-47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, and highway work under the direct supervision of the Bureau of Public Roads.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20, "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

The letter "U" or "R" respectively, is to be inserted at the top of the form immediately following the name of the county to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Public Roads division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error or omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made under "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY BUREAU OF PUBLIC ROADS OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Item 2 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon. On projects consisting of fencing, signing, or lighting only, comparatively small quantities of fuel and lubricants used need not be reported.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Item 15 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs and delineators including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 3-67)

USCOMM-DC 18941-P67

7260 75

October 23, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. I-80N-7(23)328

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7260, Work Completed August 21, 1969

Project Nelson Point Railroad Shoofly

Highway Old Oregon Trail

County Baker

Acceptance: Transportation Commission October 23, 1969

Federal Highway Administration September 24, 1969

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:bb
cc: Richard Hacek
R. D. Church

7260

bc: G. L. Green, FHWA
A. E. Johnson
H. S. Coulter
C. T. Keasey
J. L. Sollis
V. E. Skoog
J. B. Boyd
W. E. Schwartz
Harlin Gerlach

NOTED
A. E. JOHNSON

July 9, 1974

Union Pacific Railroad
P. O. Box 8979
Portland, Oregon 97208

Attention: R. S. Orr

Re: Nelson Point Railroad
Shoo-fly Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (23) 328
Contract No. 7260
UPRR File D315-2-129

Dear Sir:

On April 10, 1974, I wrote to you regarding the Nelson Point Railroad Shoo-fly Section of the Old Oregon Trail Highway in Baker County, requesting that you review your intention to leave the Shoo-fly track in place and asking you to determine what credit you feel the State should receive for improvement to your rail facilities in the Nelson Point area as a result of the construction of the Shoo-fly. I would appreciate receiving any comments you have at this time regarding information I requested. If there is any assistance I can give you in this matter, please do not hesitate contacting me.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:kas

RECEIVED
HWY ENGR
1 0 '74
REFER TO
FOR
Info nves R/D D/R Sign Act File

NOTED
R. L. SCHROEDER

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

7260

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1974

RECEIVED
APR 11 1974
Office of
Assistant State Highway Engineer

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Nelson Point Railroad Shoo-Fly Sec.
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(23)328
Contract No. 7260
UPRR File D315-2-129

Dear Sir:

As you will recall, on the Nelson Point Railroad Shoo-Fly Section of the Old Oregon Trail Highway in Baker County, the railroad constructed the Shoo-Fly necessary at Nelson Point. After the construction of the new highway in this area was complete, the railroad relocated its main line track back to its original position, but did not remove the Shoo-Fly track. It is my understanding that the railroad desires to leave this Shoo-Fly in place for further use.

It was understood that upon removal of the Shoo-Fly track by your forces, the State would be granted credit for the material salvaged from this track. Since it is your intent to leave the Shoo-Fly track in place, the State will receive no benefit from this credit. The Federal Highway Administration feels that the State should be granted some credit for the material in this track since this is a capital improvement to your rail facilities in this area.

Please review this matter and determine what credit you feel the State should receive for the improvement to your rail facilities in the Nelson Point area as a result of the construction of this

NOTED
H.S. COULTER

Shoo-Fly and its subsequent incorporation into your permanent facilities. It is felt that with the current value of rail, ties, etc. that the credit to the State will be significant. If your desire further discussion on this please contact me and we can arrange a meeting to go over the tracks of this matter.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

bc: G. L. Green - FHWA
A. E. Johnson
✓ H. S. Coulter
C. T. Keasey
J. L. Sollis
V. E. Skoog
J. B. Boyd
W. E. Schwartz
Harlan Gerlach

7260 5

STATE COPY

MONTHLY TRANSACTION NUMBER 1-4	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Baker
MODIFICATION NUMBER 2	(PPM 21-7) 1-2-74	PROJECT NUMBER I-80N-7(23)328

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 194,264	$ 248,037
Federal Funds	$ 179,200	$ 228,814
Other revisions		

NOTED
A. E. JOHNSON

This modification is made for the following reasons:

Increased cost of approved railroad work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2d day of January, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By D. V. Smith
(Division Engineer)
for G. L. Green

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-889

Federal-Aid Project
No. I-80N-7(23)328

Oregon State Highway Division

NELSON POINT R. R. SHOOFLY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, December 21, 1973

Revised Project Agreement Estimate.

Type Code Y040
Grading (Sta. 1408+00 to Sta. 1430+00) (Contract No. 7260)

Temporary Protection and Direction of Traffic	All Required		$ 4,800.00
Clearing and Grubbing	All Required		4,500.00
Embankment in Place Location "A"	12,200 cu.yd.	1.92	23,424.00
Embankment in Place Location "B"	2,400 cu.yd.	1.92	4,608.00
Toe Trench Excavation	2,350 cu.yd.	1.70	3,995.00
Loose Riprap	2,400 cu.yd.	4.00	9,600.00
18-inch Steel Culvert Pipe	110 lin.ft.	9.00	990.00
Type 1 Fence	120 rods	12.00	1,440.00
			$ 53,357.00
Flagging	All Required		1,000.00
Railroad Protective Cost	All Required		2,400.00
*Work by UPRR Company	All Required		149,296.00
EWO #4 Embankment Foundation Excavation Unclassified	All Required		19,200.00
EWO #2 Place Boulders in Channel Change	All Required		236.00
			$172,132.00
	Subtotal		$225,489.00
	10% Engr. & Cont.		22,548.00
	Total		$248,037.00

Length of Project - - - - - 0.00 mile

*Change in cost

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grading	$248,037.00	$228,814.00	$ 19,223.00
Pacific N.W. Bell		All Required	*$ 3,959.00

*Included in I-80N-7(16)328 for collection.

Group 1 - 100%

Prefix No. 601-1067

NELSON POINT R. R. SHOOFLY SECTION

PROJECT NO. I-80N-7(23)328

Railroad Protective Cost

Full Flagging Crew for One Month (22 workdays)
Headquarters - Weatherby

1. Section Foreman @ $3.15 hr.		
S.T. 3.15 x 8 x 22 =	$554.40	
O.T. 4.725 x 1 x 22 =	103.95	
		$ 658.35
2. Section Laborers @ $2.74 hr.		
S.T. 2.74 x 8 x 22 x 2 =	$964.48	
O.T. 4.11 x 1 x 22 x 2 =	180.84	
		$ 1,145.32
Subtotal		1,803.67
33% Payroll Additives		595.21
		$ 2,398.88

State will pay up to $2,400.00

Work by U.P.R.R. Company

Construct Shoofly Track	$ 37,620.00
Remove and Restore Track	60,700.00
Extraordinary Track Maintenance	9,535.00
Crossing Work - Temporary	1,590.00
Crossing Work - Permanent	930.00
Signal Work - Temporary	15,050.00
Signal Work - Permanent	23,520.00
Communication Work - Temporary	3,725.00
Communication Work - Permanent	5,150.00
Salvage Credit	(8,524.00)
	$149,296.00

Work by Pacific N.W. Bell Telephone Co.

(Collect Under Project I-80N-7(16)328)

Labor	$ 513.00
Overhead	231.00
Contract Cost	2,860.00
Material	314.00
Equipment	121.00
Board & Lodging	84.00
Salvage & Plant Betterment	(164.00)

72-60

STATE COPY

5

MONTHLY TRANSACTION NUMBER
7 - 20

PROJECT REPORT NUMBER
7

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT
(PPM 21-7)

7-16-73

STATE
Oregon

COUNTY
Baker

PROJECT NUMBER
I-80N-7(23)328

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 172,884	$ 194,264
Federal Funds	$ 159,200	$ 179,200
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of July, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______ for By ______
Glen L. Green (Division Engineer)

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 913-469

Oregon State Highway Division

Federal-Aid Project
No. I-80N-7(23)328

NELSON POINT R. R. SHOOFLY SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, June 27, 1973

Revised Project Agreement Estimate.

Type Code Y040
Grading (Sta. 1408+00 to Sta. 1430+00) (Contract No. 7260)

Temporary Protection and Direction of Traffic	All Required		$ 4,800.00
Clearing and Grubbing	All Required		4,500.00
Embankment in Place Location "A"	12,200 cu.yd.	1.92	23,424.00
Embankment in Place Location "B"	2,400 cu.yd.	1.92	4,608.00
Toe Trench Excavation	2,350 cu.yd.	1.70	3,995.00
Loose Riprap	2,400 cu.yd.	4.00	9,600.00
18-inch Steel Culvert Pipe	110 lin.ft.	9.00	990.00
Type 1 Fence	120 rods	12.00	1,440.00
			$ 53,357.00
Flagging	All Required		1,000.00
Railroad Protective Cost	All Required		2,400.00
Work by UPRR Company	All Required		100,411.00
EWO #4 Embankment Foundation Excavation Unclassified	All Required		19,200.00
EWO #2 Place Boulders in Channel Change	All Required		236.00
			$ 123,247.00
	Subtotal		$ 176,604.00
	10% Engr. & Cont.		17,660.00
	Total		$ 194,264.00

Length of Project - - - 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grading	$194,264.00	$179,200.00	$ 15,064.00

Pacific N.W. Bell	All Required	*$ 3,959.00

*Included in I-80N-7(16)328 for collection.

Group 1 - 100%

Prefix No. 601-1067

NELSON POINT R. R. SHOOFLY SECTION

PROJECT NO. I-80N-7(23)328

Railroad Protective Cost

Full Flagging Crew for One Month (22 workdays)
Headquarters - Weatherby

1. Section Foreman @ $3.15 hr.		
S.T. 3.15 x 8 x 22 =	$554.40	
O.T. 4.725 x 1 x 22 =	103.95	
		$ 658.35
2. Section Laborers @ $2.74 hr.		
S.T. 2.74 x 8 x 22 x 2 =	$964.48	
O.T. 4.11 x 1 x 22 x 2 =	180.84	
		$ 1,145.32
	Subtotal	1,803.67
	33% Payroll Additives	595.21
		$ 2,398.88

State will pay up to $2,400.00

Work by U.P.R.R. Company

Construct Shoofly Track	$ 37,620.00
Remove and Restore Track	18,360.00
Extraordinary Track Maintenance	9,535.00
Crossing Work - Temporary	1,590.00
Crossing Work - Permanent	630.00
Signal Work - Temporary	15,050.00
Signal Work - Permanent	17,420.00
Communication Work - Temporary	3,725.00
Communication Work - Permanent	5,005.00
Salvage Credit	(8,524.00)
	$100,411.00

Work by Pacific N.W. Bell Telephone Co.

(Collect Under Project I-80N-7(16)328)

Labor	$ 513.00
Overhead	231.00
Contract Cost	2,860.00
Material	314.00
Equipment	121.00
Board & Lodging	84.00
Salvage & Plant Betterment	(164.00)
	$ 3,959.00

STATE COPY

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Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-71	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-11-69	COUNTY Baker PROJECT NO. I-80N-7(23)328

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nelson Point R. R. Shoofly Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 172,884	$ 159,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 10 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(23)323

NELSON POINT R. R. SHOOFLY SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Project agreement estimate.

Salem, Oregon, May 29, 1969

Type Code 7040
Grading (Sta. 1408+00 to Sta. 1430+00) (Contract No. 7260)

Temporary Protection and Direction of Traffic	All	Required		$ 4,800.00
Clearing and Grubbing	All	Required		4,500.00
Embankment in Place Location "A"	12,200	cu.yd.	$ 1.92	23,424.00
Embankment in Place Location "B"	2,400	cu.yd.	1.92	4,608.00
Toe Trench Excavation	2,350	cu.yd.	1.70	3,995.00
Loose Riprap	2,400	cu.yd.	4.00	9,600.00
18-inch Steel Culvert Pipe	110	lin.ft.	9.00	990.00
Type 1 Fence	120	rod	12.00	1,440.00
				$ 53,357.00
Flagging	All	Required		$ 1,000.00
Railroad Protective Cost	All	Required		2,400.00
Work by UPRR Company	All	Required		100,411.00
				103,811.00
		Subtotal		$ 157,168.00
		10% Engr. & Cont.		15,716.00
		Total		$ 172,884.00

Length of Project - - - 0.09 mile

Retained in Program Status

Place Boulders in Channel Change	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	10% Engr. & Cont.	100.00
	Total	$ 1,100.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grading	$172,884.00	$159,200.00	$ 13,684.00
Retained in Program	1,100.00	1,000.00	100.00
	$173,984.00	$160,200.00	$ 13,784.00
Pacific N.W. Bell		All Required	*$ 3,959.00

*Included in I-80N-7(16)328 for collection.

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Group 1 - 1965

Prefix No. 403-1062

[illegible] POINT R. R. SHOOFLY SECTION

PROJECT NO. I-80N-7(21)[illegible]

Railroad Protection Cost

Full Flagging Crew for One Month (22 work days)
Headquarters - [illegible]

1. Section Foreman @ $3.15 hr.		
S.T. 3.15 x 8 x 22 =	$554.40	
O.T. 4.725 x 1 x 22 =	103.95	
		$ 658.35
2. Section Laborers @ $2.74 hr.		
S.T. 2.74 x 8 x 22 x 2 =	$964.48	
O.T. 4.11 x 1 x 22 x 2 =	180.84	
		$ 1,145.32
Subtotal		1,803.67
33% Payroll Additives		595.21
		$ 2,398.88

State will pay up to $2,400.00

Work by U.P.R.R. Company

Construct Shoofly Track	$ 37,480
Remove and Restore Track	16,366
Extraordinary Track Maintenance	9,9[illegible]
Crossing Work - Temporary	1,[illegible]
Crossing Work - Permanent	630
Signal Work - Temporary	15,050
Signal Work - Permanent	17,420
Communication Work - Temporary	3,728
Communication Work - Permanent	5,005
Salvage Credit	(6,584)
	$100,411

Work by Pacific N. W. Bell Telephone Co.

(Collect Under Project I-80N 7(16)32C)

Labor	$513
Overhead	201
Contract Cost	2,860
Material	316
Equipment	122
Board & Lodging	64
Salvage and Plant Betterment	(164)
	$3,979

I-80N-7(23)328

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7260

STATE COPY

6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist Engineer
DATE 8 APR 1970
U. S. BUREAU OF PUBLIC ROADS

Order No. 8

Project Name Nelson Point R.R. Shoofly **Date** March 26, 19

Highway Old Oregon Trail **Contract No.** 7260 **F. A. Project No.** I-80N-7(23)328

County Baker **Prefix** 601-1067 **Account No.** 264-04

Description of Work To Be Done: Construct Type I Fence between railroad and river in accordance with agreemant between Oregon Portland Cement Company and O.W.R.R.&.N. Co.

Location by Station Numbers: "RR"5763 to 5779+50

NOTED
F. B. KLABOE

Estimate of Quantities and Costs:

100 rods Type I Fence @ $ 8.00 per rod (part Of bid item # 8)	$ 800.00

Explanation: Work has not started and is to be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 213,104.19
Present estimate of project cost, including $ 800.000 for work under this order	$ 211,875.24
Expected under-run (amount)	$ 1,228.95
Expected under-run (per cent)	0.6%

Space to right of this line for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

for

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Construction ~~Other~~ Engineer.

4-13-70

~~This order does not constitute authority for expenditure until approved by the Deputy or Assistant State Highway Engineer.~~

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(23)328
7260

November 7, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Additional Work
Nelson Point Railroad Shoofly Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (23) 328

Gentlemen:

Your estimate for the additional work required as detailed in your letter of October 15, 1969 has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work immediately.

Reimbursement for this work will be made in accordance with PPM 30-3 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F.B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
H. S. Coulter (w/attach.) (2)
L. V. Blickenstaff "
H. M. Fillmore "

Note to H. S. Coulter: Please have a Supplemental State Force Order prepared and submitted for this work. Return one copy of the Estimate with SFO.

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NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1969

(12 67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 28, 1969

In reply refer to: 08-35-BC

FOR FILE
I-80N-7(23)328
7260

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(23)328
Nelson Point Railroad Shoofly Section
Additional Costs for Railroad Construction

The proposal to use new rail on the subject project as described in Mr. Litchfield's October 20 letter with attachments has been reviewed and is hereby approved. It is agreed that due to the type of service that is anticipated the additional expense involved is justified.

The additional costs for the installation of the second temporary switch is also approved subject to a reasonable salvage credit for materials involved when they are removed.

orig to Morgan
copy to Young
10-30-69

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OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE
S.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OCT 27 1969
FOR FILING

I-80N-7(23)328
7260

October 24, 1969

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7260 awarded to R. W. Eldridge, Inc., for grading on the Nelson Point Railroad [illegible] Section of the Old Oregon Trail in Baker County was completed on August 21, 1969, and accepted by the Highway Commission on October 23, 1969.

Final payment in the amount of $1,482.96 will be released to the contractor after October 31, 1969. The total contract amount is $70,996.18 including $12,627.37 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R. W. Eldridge, Inc.
P. O. Box 98
Sandy, Oregon 97055

Frank Morgan
Ivan Merchant
V. E. Shoop
Attn: John Kerr
H. S. Coulter

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OCT 24 1969
FOR FILING

I-80N-7(23)328
7260

October 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 21, 1969, on Contract No. 7260. The contract was with R. W. Eldridge, Inc., and was for grading on the Nelson Point Railroad Shoofly Section of the Old Oregon Trail Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1969, and that you concur in this procedure at the Commission meeting on November 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
J. D. Wolfe
V. K. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

srb sr

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NOV 1 - 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 20, 1969

I-80N-7(23)328

726

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Additional Work
Nelson Point Railroad Shoofly Sec.
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (23) 327

Dear Sir:

Please refer to the draft of the Construction Agreement submitted to you with our letter of July 31, 1968 which was approved by your letter of August 13, 1968. In that agreement it was anticipated that the shoofly track would be constructed with second hand rail. The Railroad advises that since the shoofly will be in operation for two (2) years or more, they feel it desirable to construct the shoofly with new rail. They also indicate it will be necessary to install a second temporary switch to facilitate the shoofly construction. You will find attached three (3) copies of a letter dated October 15, 1969, wherein they indicate that the installation of new rail and the additional switch will cost an additional $3,224.

In view of the alignment of the shoofly and the traffic on the Railroad through this area (approximately 20 trains per day) we feel this additional expense to be justified. Therefore we solicit your approval of this additional expense.

Inasmuch as the Railroad will be proceeding with this work in the near future, an early response to this request will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (w/copy of UPRR letter)
~~L. H. Young~~ "

Enclosure

RECEIVED
OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. S. JOHNSON
SUPERINTENDENT
OREGON DIVISION

3525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 15, 1969

File Ref. D 315 - 2 - 129

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Routing
Morgan
[illegible]ker
Bond
Walker
Bochme
Johnson

RECEIVED
OCT [illegible]
CONSTRUCTION
DIVISION

Peats
Swan
Glenn
1 Litchfield
Gallagher
State

Dear Sir:

Nelson Point Railroad Shoofly --
Proj. I-80N-7(16)327 - (R-42303)

Referring to construction agreement between the State and the Railroad on above-referenced project and specifically Exhibit "B" of the agreement, which indicates estimated cost of work to be performed by the Railroad in constructing temporary shoofly track, removing and restoring existing track, etc.:

In view of the fact that we will be operating on the shoofly track for approximately 2 years or more, it has been recommended that we use new rail in constructing the shoofly rather than secondhand rail as originally proposed and as indicated on cost Exhibit "B". We have also decided that a second temporary switch will be required to facilitate construction of the shoofly. The additional estimated costs for these items are as follows:

	Labor	Material	
Rail, 133# N - 3640 L.F. at 1.00 - - - - - - - - - - - - (Over & above price of SH rail previously quoted)			$3,640.
Material additive - - - - - - - - - - - - - - - - - -			800.
Install & remove temp. T.O.	$1,000.	$ 500.	
Labor & Material additive	350.	60.	
Contingencies	100.	50.	
	$1,450.	$ 610.	2,060.
			$6,500.
Less Salvage Credit to State Rail - 90% $3,640 - - - - - - - - - - - - - - -			3,276.
			$3,224.

If satisfactory, will you please advise your concurrence and approval authorizing the requested additions?

Yours very truly,

RECEIVED
OCT 2 - 1969
FOR FILING

I-80N-7(23)328
7260

October 1, 1969

E. W. Eldridge, Inc.
P. O. Box 98
Sandy, Oregon 97055

Contract 7260
Prefix 601-1067
FAP I-80N-7(23)328

Gentlemen:

The Bureau of Public Roads has made the final inspection of work performed under Contract No. 7260, Nelson Point Railroad Shoofly Section of the Old Oregon Trail Highway in Baker County.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, must be submitted to the resident engineer prior to the State Highway Commission acceptance of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:fw

bc: R. L. Porter
V. E. Strong
I. D. Merchant
F. D. Morgan

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NOV 1 = 1969
FOR FILING

I-80N-7(25) 328
7260

October 1, 1969

Agenda
3e-2

E. M. Eldridge, Inc.
P. O. Box 98
Sandy, Oregon 97055

Gentlemen:

The State Highway Commission at its meeting on September 30, 1969, granted your request for a 26-day time extension without assessment of liquidated damages, on Contract No. 7260 for grading the Nelson Point Railroad Shoofly Section of the Old Oregon Trail in Baker County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc F. D. Morgan
V. E. Skoog
H. S. Coulter
L. V. Blickenstaff
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7260 Contractor E. W. Eldridge, Inc.

Highway Old Oregon Trail

Section Nelson Point Railroad Shoofly

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

XXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Recommend 26 days for force account work added mainly under Extra Work Order #4 for embankment foundation excavation and backfill in the railroad area.

Recommended for Approval:

Alfred Shirley
Asst. Division Engineer

John A. Bond
by
Construction Engineer ~~or Bridge Engineer~~

F. B. Klaboe
~~Assistant~~ State Highway Engineer

Contract No.	7260
Project designation (State-Federal)	I-80N-7(23)328
Date awarded	May 20, 1969
Work started	June 12, 1969
Per cent completed	96 % (Date 9-1-69)
No. of Workdays Allowed	40
No. of Workdays Used	66
No. of Added Workdays Requested	26

[illegible] (Rev.)—[illegible]—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 29, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 66 days, within which to complete our Contract No. 7260, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Five days, June 20 through June 24th, inclusive, working half force, railroad and state figuring to dig out unsuitable material.

One day, June 25, same force account.

Three days, June 25 - 27, inclusive, couldn't work because railroad had no flagmen.

Eight days, July 7 - 14th inclusive, on force account; Nine days, July 20 - 28, inclusive, for co account.

Respectifully submitted,

E. W. ELDRIDGE, INC.
Contractor

By Kathleen J Eldridge
Kathleen J. Eldridge, Sec-Treas.

CONSENT OF SURETY

Date July 29, 1969

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident A

(SEAL)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 5, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(23)328
Nelson Point Shoofly Section - Old Oregon Trail Highway
Time Extension

Reference is made to Mr. Klaboe's September 2, 1969 letter concerning a time extension on the subject project.

Federal participation in a 26 calender work day time extension is approved.

9-9-69

Ce Bond
Aborg
Morgan

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SEP 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1969

SUBJECT: Extension of Time
Nelson Point Railroad Shoofly Section
Old Oregon Trail Highway
Contract No. 7260

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from E. W. Eldridge, Inc., contractor on the subject contract, the attached request for an additional 26 calendar workdays. The contractor's request is based on five specific time intervals involving alleged delay while the State and the Railroad were determining the extent to which unsuitable material was to be excavated, addition of extra work, and lack of railroad flagmen.

The delay which the contractor cites while the Railroad and State were determining to what extent excavation would be extended below subgrade was subsequently performed under Extra Work Order No. 4. The delay occurred between June 20 and 24 when the contractor was prevented from expediting this work until the Railroad and State had come to an agreement as to the extent of excavation required. This same condition concerning agreement between the Railroad and the State prevented similar work at some other shorter times which the contractor has not cited. We therefore believe an increase of 5 calendar workdays is justified.

On one other instance (June 25), when the contractor alleges force account delay, the work involved on force account represented a very small portion of the contractor's total effort and no extension is justified.

The contractor has cited the lack of railroad flagmen as a reason for extension (June 25 - 27), but we find he failed to properly notify the railroad in advance of the time he wanted to go to work and no extension for the time requested is justified.

The contractor's request covers other force account work performed under Extra Work Order No. 4 between July 7 and July 14. During this period, the contractor's entire effort was directed to the extra work and an extension of 8 calendar workdays is justified. Another similar period between July 20 and 28 justifies an extension of 8 calendar workdays for the same reason while the contractor was involved in Extra Work Order No. 4 for the added embankment foundation excavation. A stop work order was in effect June 27 through July 6 because railroad protective crew was not available.

The time discussed above can be summarized as follows:

	Contractor's Request	Recommendation	
June 20 - 24	5	5	- indecision with railroad
June 25	1	-	Only 2 men clearing 5 hours
June 25 - 27	3	-	27th not charged due to "stop work" order. 25th duplicated above. Insufficient notice for Railroad crew.
July 7 - 14	8	8	All EWO subexcavation
July 20 - 28	9	8	All EWO (leave out 1st Sunday)
	26	21	

Additional time after contractor prepared request:

August 4 - 5	2	EWO - filling subexcavation.
August 18	1	EWO - Place fish rocks
August 19 - 20	2	Extra clean up of borrow and waste areas used on EWO #4.
Total Recommended	26	

This contract was completed August 21 at which time 26 calendar workdays had been charged. This would represent $1,950 in liquidated damages based on $75 per day. We recommend that the calendar workdays be increased by 26 which will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 22 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(23)328
7260

September 22, 1969

E. W. Eldrige, Inc.
Sandy
Oregon 97055

Gentlemen:

Final payment on contract no. 7260 has been withheld pending receipt of the Union Pacific Railroad Company's bill. In order to expedite your final voucher, we intend to withhold $2,500.00 as the estimated protection cost and release the balance. If the final railroad costs exceed the amount retained, we will bill you for the excess. If the railroad costs are less than the amount retained, we will release the balance.

If this procedure is agreeable to your company, sign and return the attached letter and voucher. A copy of this letter is enclosed for your records.

Very truly yours,

V. E. Skoog
Controller

VES:JJ:ms

Attachment
cc: L. V. Blickenstaff
Vince Gallagher
Clare Palmer
General Files

Approved:________________________
Authorized Representative

RECEIVED
SEP 9 - 1969
FOR FILING

I-80N-7(23)328
7260

September 10, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
September 30, 1969 meeting

E. W. Eldridge, Inc., contractor on the Nelson Point Railroad Shoofly Section, in Baker County, Contract No. 7260, has requested a 26-day time extension because of extra work added to the project and alleged lack of railroad flagmen.

We cannot confirm any delay for lack of railroad flagmen that has not already been properly taken into account by a stop work order. A significant addition to the contractor's work did occur, however, when some of the areas to be occupied by the railroad grade were found to have unsuitable foundation. The contractor's progress was delayed some 3 days while the extent of the additional foundation preparation was determined between the State and the Railroad. Following this, the actual work performance removing the unsuitable material, replacing it with imported granular material, and cleanup of the waste and borrow areas justifies 20 additional days.

Another extra order for placing rocks in the relocated Burnt River channel to facilitate fish passage justifies one additional day.

The above reasons collectively justify an extension of 24 calendar workdays, which is recommended. The project has been completed and this extension will eliminate all liquidated damages. This is a Federal-aid Interstate project and we have the concurrence of the Bureau of Public Roads.

This item will be on the agenda for your consideration at the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Coulter
V. E. Skoog

JAB:fv sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7260 Contractor R. W. Eldridge, Inc.

Highway Old Oregon Trail

Section Nelson Point Railroad Shoofly

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXXX **GRANTED**. The reasons for such recommendation are as follows:

XXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Recommend 24 days for force account work added mainly under Extra Work Order #4 for embankment foundation excavation and backfill in the railroad area.

Recommended for Approval:

Alfred Shirley Jr.
Asst. Division Engineer

John A. Bond
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7260

Project designation I-80N-7(23)358
State-Federal

Date awarded May 20, 1969

Work started June 12, 1969

Per cent completed [illegible] 8-1-69
Date

No. of Workdays Allowed 40

No. of Workdays Used 46

No. of Added Workdays Requested 26

E-[illegible] (Rev.)—3M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 29, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 66 days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Five days, June 20 through June 24th, inclusive, working half force, railroad and state figuring to dig out unsuitable material.

One day, June 25, same force account.

Three days, June 25 - 27, inclusive, couldn't work because railroad had no flagmen.

Eight days, July 7 - 16th inclusive, on force account; Nine days, July 20 - 26, inclusive, for co account.

Respectfully submitted,

M. W. ELDRIDGE, INC.
Contractor

Kathleen J Eldridge
By Kathleen J. Eldridge, Sec-Treas.

CONSENT OF SURETY

Date July 29, 1969

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

I-80N-7(23)328 C

7260

FORM C-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Nelson Point Railroad Shoofly

WEEK ENDING: September 5, 1969

SECTION PREFIX: 601-1067

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: Nelson Point Railroad Shoofly Sec.

KIND OF WORK: Grading

CONTRACTOR: E. W. Eldridge, Inc.

CONTRACT NUMBER: 7260

FEDERAL AID PROJECT NUMBER: I-80N-7(23)328

DATE OF CONTRACT: May 20, 1969

DATE WORK STARTED: June 12, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 40

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 66

PERCENT OF TIME ELAPSED: 165

PROJECT AUTHORIZATION: $236,000.00

EXCLUSIVE OF ENGINEERING: $217,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $207,498.84

ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 4.45 %

ENGINEERING AUTHORIZATION: $19,000.00

ENGINEERING COST TO DATE: $13,000.00

This week 320.00

PERCENT OF AUTHORIZATION: 68 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 45

DATE PROJECT WAS COMPLETED: August 21, 1969

Semi-final estimate submitted 9-4-69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Utilities	
100	100	100				11	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.42				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.42				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,350				
TOTAL QUANTITIES CORRECTED TO DATE	18,158.6				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,158.6				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair all week			
TUESDAY				
WEDNESDAY				FINAL REPORT
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morg
Decker
Bond
Walker W
Bosham
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 5 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project was completed on August 21.

Third notification not submitted (Dragline still on the job)

A request for additional calendar workdays has been submitted.

Overrun of the original authorization has been approved.

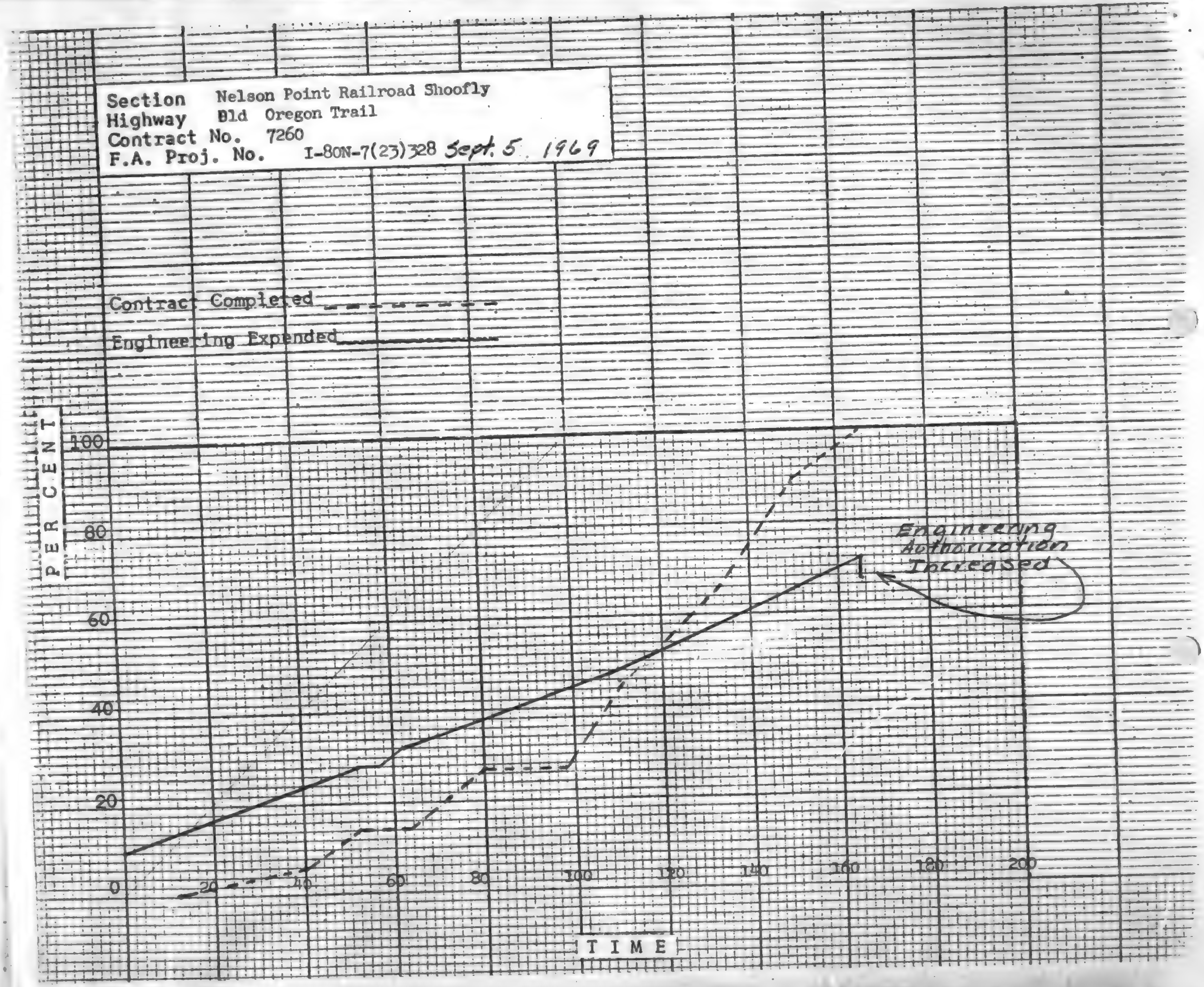
Semi-final estimate was submitted on Sept. 4

FINAL REPORT

SIGNED L.V. Blickenstaff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F219



Section Nelson Point Railroad Shoofly
Highway Old Oregon Trail
Contract No. 7260
F.A. Proj. No. I-80N-7(23)328 Sept. 5 1969

RECEIVED
SEP 2 - 1969

FOR FILING

I-80N-7(23)328

7260

September 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Extension of Time, Nelson Point Railroad
Shoofly Section, Old Oregon Trail Highway
Project No. I-80N-7(23)328

We have received from E. W. Eldridge, Inc., contractor on this project, a request for an additional 26 calendar workdays. The contractor's request is based on five specific time intervals involving alleged delay while the State and the Railroad were determining the extent to which unsuitable material was to be excavated, addition of extra work, and lack of Railroad flagmen.

The delay which the contractor cites while the Railroad and State were determining to what extent excavation would be extended below subgrade was subsequently performed under Extra Work Order No. 4. The delay occurred between June 20 and 24 when the contractor was prevented from utilizing additional equipment for placing embankment in the new Railroad fill area until the State could come to an agreement with the Railroad on the extent of the extra foundation work. A similar situation developed in mid-July so we recommend that the 5 days be granted.

On one other instance (June 25), when the contractor alleges force account delay, the work involved on force account represented a very small portion of the contractor's total effort and no extension is justified.

The contractor has cited the lack of Railroad flagmen as a reason for extension (June 25-27), but we find he failed to properly notify the Railroad in advance of the time he wanted to go to work and no extension for the time requested is justified.

The contractor's request covers other force account work performed under Extra Work Order No. 4 between July 7 and July 14. During this period, the contractor's entire effort was directed to

Mr. R. E. Simpson
Page two
September 2, 1969

the extra work and an extension of 8 calendar workdays is justified. Another similar period between July 20 and 28 justifies an extension of 8 calendar workdays for the same reason while the contractor was involved in Extra Work Order No. 4 for the added embankment foundation excavation. A stop work order was in effect June 27 through July 6 because the Railroad protective crew was not available.

The time discussed above can be summarized as follows:

	Contractor's Request	Recommendation
June 20-24	5	5 - indecision with Railroad.
June 25	1	- - Only 2 men cleaning 5 hours.
June 25-27	3	- - 27th not charged due to "stop work" order. 25th duplicated above. Insufficient notice for Railroad crew.
July 7-14	8	8 - All EWO subexcavation
July 20-28	9	8 - All EWO (leave out 1st Sunday)
	26	21

Additional time after contractor prepared request:

August 4-5		2 - EWO - filling subexcavation
August 18		1 - EWO - place fish rocks
August 19-20		2 - Extra cleanup of borrow and waste areas used on EWO #4
	Total Recommended	26

Your concurrence in a 26-calendar workday extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan
H. S. Coulter
V. L. Gallagher

JAB:fw srb

RECEIVED
OCT 2 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(23)328
7260

August 26, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7260
Prefix 601-1067
FAP I-80N-7(23)328

Dear Sir:

All work under Contract No. 7260, Nelson Point Railroad Shoofly Section of the Old Oregon Trail Highway in Baker County, was completed on August 21, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 9-24-69

Conditions noted on above date:
None

for R. E. Simpson
Division Engineer

RECEIVED
SEP 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc Forrest Cooper
F. D. Morgan

C

RECEIVED
AUG 11 1969
FOR FILING

I-80N-7(23)328
7260

August 11, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7260, the Nelson Point Railroad Shoofly grading project on the Old Oregon Trail in Baker County, is anticipated. E. W. Eldridge, Inc. of Sandy is the contractor. This is a Federal-aid Interstate project for which the original authorization was $213,104.19. The present anticipated cost is $236,000.00, indicating an overrun of $22,895.81 or 10.74 percent.

This overrun is due to the addition of embankment foundation excavation performed under an extra work order. Unstable subgrade material was encountered in areas to be occupied by railroad embankment. These materials must be removed in order to provide a stable foundation acceptable to the railroad.

This request for an additional authorization will be presented to you at the August 19 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. H. Young
H. S. Coulter
F. D. Morgan

DES:fw sr

FORM 2-30 (10-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1969

SUBJECT: Overrun of Project Authorization
Nelson Point Railroad Shoofly Section
Old Oregon Trail Highway
Contract No. 7260

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading is under contract to E. W. Eldridge, Inc. of Sandy. The original project authorization was $213,104.19. The present anticipated cost is $236,000.00, indicating an overrun of $22,895.81 or 10.74 percent.

The major reason for this overrun is due to the addition of embankment foundation excavation covered by an Extra Work Order. Unstable subgrade material was encountered in areas to be occupied by the railroad embankment. These materials have to be removed in order to provide a stable foundation.

It is recommended that the project authorization be increased by $22,895.81. This is a Federal-aid Interstate project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(23)328

C

AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7260

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Funds are [illegible]
11 AUG 1969 Date
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Nelson Point Railroad Shoofly Sec. Date August 5, 1969

Highway Old Oregon Trail Contract No. 7260

County Baker Prefix 601-1067

Contractor E. W. Eldridge, Inc. F. A. Project No. I-80N-7(23)328

Address P. O. Box 98, Sandy, Ore. 97055 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-establish the existing railroad R/W fence across the new railroad fill at each end of the project.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

R.R. 5763 - 5766
R.R. 5778 - 5780+50

Orig. to Morgan
cc to Shoog
8-20-69

Estimate of quantities and cost:

Labor	$100.00
Materials	50.00
Total	$150.00

NOTED
F. E. [illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is to be done in lieu of the planned fencing and Bid Item #8 is deleted.

This work order decreases the cost of the project by $1,290.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 213,104.19

Present estimate of project cost, including $ 150.00 for work under this order $ 233,000.00

Expected ~~under-run~~ over-run amount . . . . . . $ 19,895.81

Expected ~~under-run~~ over-run per cent 9.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ H. S. Coulter
Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer

SP*22571-736

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AUG 4 - 1969
FOR FIL

I-80N-7(33)328

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

7260

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2829 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

July 28, 1969

File D 315-2-129

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Morgan:

Further in regard to the matter of embankment which has been placed on the Nelson Point Railroad Shoofly section of the Old Oregon Trail Highway, your Contract No. 7260:

As per our conversation with your Mr. Shirley, date, the matter of acceptance of portion of said embankment which has been developed by placing approximately two feet of fill on natural ground is against our better judgment. However, in view of the Highway Department's position that the embankment is stable, the Railroad Company will accept said embankment, providing that the Department understands that their responsibility in connection with maintenance of the shoofly roadbed during the term of Railroad operation over such, will include such measures as mud-jacking for purposes of stabilization of said fill, if the Railroad Company so desires once under operation.

We wish to point out again that the operation over said shoofly is definitely an integral part of the functioning of the Union Pacific System. Therefore, an uninterrupted and continuing operation over this line is quite vital.

Very truly yours,

G. W. McDonald
Division Engineer

cc: Mr. Litchfield
Mr. Coulter
Mr. Blickenstaff
Mr. Shirley

Routing
3 Morgan
2 Decker
1 Bond
4 Walker
Boehme
Johnson
Pease
5 Swan
Glenn
6 Litchfield
Gallagher
Stein

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JUL 30 1969
CONSTRUCTION
DIVISION

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AUG 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-832 (Rev. 10-66)

I-80N-7(23)328
7260

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Nelson Point Railroad Shoofly Sec. Date July 18, 1969

Highway Old Oregon Trail Contract No. 7260

County Baker Kind of Work Grading Contractor E. W. Eldridge, Inc.

	Authorized	Estimated
Contract Amount	53,357.00	53,000.00
Anticipated Items	134,400.00	138,000.00
Contingency (4½%)	8,449.06	26,000.00
Engineering	16,898.13	19,000.00
Credits		
PROJECT COST	213,104.19	236,000.00

NET INCREASE $ 22,895.81 or 10.74%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
U Embankment Foundation Excavation, E. W. O. #4	$23,000.00	+	$23,000.00
U Engineering for EWO #4	2,101.87	+	2,101.87

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-19-69

Principal reasons for overruns (Continue on reverse side): Unstable materials were encountered in the natural ground in the areas under the railroad fill which had to be removed to provide a suitable foundation and to satisfy the railroad.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by L. Blickenstaff
Resident Engineer

Noted by for
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
ast Deputy or State Highway Engineer

STATE COPY

RECEIVED
AUG 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I 80N-7(23)328

① 7260

18 JUN 1969
Title Dist. Engineer

Form E-208—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Nelson Point Railroad Shoofly
Date July 18, 1969
Highway Old Oregon Trail
Contract No. 7260
County Baker
Prefix 601-1067
Contractor E. W. Eldridge, Inc.
F. A. Project No. I-80N-7(23)328
Address P. O. Box 98, Sandy, Oregon 97055
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Embankment Foundation Excavation and backfilling in areas to be occupied by the railroad embankment.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Approval to proceed with extra work received on June 24 and work began on June 25, 1969.

Location by station numbers:

R.R. Sta. 5777-5779
" " 5763-5770

Estimate of quantities and cost:

Labor	$12,000.00
Equip. Rental	11,000.00
	$23,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is required to remove unstable material in the railroad fill area and to satisfy the railroad. This work order is written in accordance with the provisions of Section 102 of the Standard Specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$213,104.19
Present estimate of project cost, including $23,000.00 for work under this order	$233,000.00
Expected ~~underrun~~ over-run amount	$19,895.81
Expected ~~underrun~~ over-run per cent	9.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ H. S. Coulter
Division Engineer

Approved: /s/ F. D. Morgan 8-8-69

RECEIVED
JUL 7 - 1969
FORM E-30 (12-67)

Files

FOR FILING
I-80N-7(23) 328
7260

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1969

SUBJECT:

RAILROAD COMPANIES
FILE No. 6.71

To:

Mr. Floyd Query
Secretary
State Highway Commission

BUILDING

R-42303
Construction Agreement
Union Pacific Railroad
Nelson Point Railroad
Shoofly Section
Old Oregon Trail Highway
Baker County

Attached hereto please find one copy of the above subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Attachment

cc: F. B. Klaboe
F. D. Morgan (2)
E. S. Hunter
H. S. Coulter (2)
R. N. Chase (3)
V. E. Skoog
E. F. Saling
T. W. Litchfield

7-1-69
noted in agreement book
fr

NOTED
FLOYD QUERY

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I80N-7(23)
7260

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

B. P. R. OREGON DIVISION

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 6 1969 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Nelson Point Railroad Shoofly
Date June 6, 1969

Highway Old Oregon Trail
Contract No. 7260

County Baker
Prefix 601-1067

Contractor E. W. Eldridge, Inc.
F. A. Project No. I-80N-7(23)328

Address P. O. Box 98, Sandy, Oregon 97055
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pay the premiums on an insurance policy the contractor is required to furnish under the terms of easements from the Oregon Portland Cement Company (R/W File 41955).

This estimate includes allowance. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

Location by station numbers:

1415 - 1428

NOTED
F. B. KLABOE

Estimate of quantities and cost:

$500,000 & $1,000,000 bodily injury & death
$500,000 & $1,000,000 property damage.

Premiums for 2 months - - - - - - - - - - - - $400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This insurance is required under the terms of easements necessary for the construction of the channel change and detour. The contract does not provide for payment for this insurance. This order was approved by telephone on 6-6-69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $213,104.19
Present estimate of project cost, including $400.00 for work under this order $214,104.19
Expected under-run over-run amount $0
Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ H. S. Coulter
Division Engineer

Approved: /s/ F. D. Morgan 6-30-69

I-80N-7(23)328

Form [illegible]

STATE COPY

G-1P

RECEIVED
JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7260

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date JUN 9 1969 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Nelson Point Railroad Shoofly
Date June 2, 1969
Highway Old Oregon Trail
Contract No. 7260
County Baker
Prefix 601-1067
Contractor E. W. Eldridge, Inc.
F. A. Project No. I-80N-7(23)328
Address P. O. Box 98, Sandy, Ore. 97005
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place boulders in channel change.

This estimate includes allowance. Percentages to be allowed the contractor are in accordance with the executed contracts for this project.

Location by station numbers:

1415 - 1435

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor & Equipment Rental	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The project authorization includes $1,000.00 for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $213,104.19
Present estimate of project cost, including $1,000 for work under this order $213,104.19
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.
Ass't. Division Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer
~~Bridge Engineer~~

Approved: /s/ F. D. Morgan 6-17-69
~~Assistant State Highway Engineer~~

RECEIVED
MAY 28 1969

I-80N-7(23)328
7260

May 26, 1969

E. W. Eldridge, Inc.
P. O. Box 98
Sandy, Oregon 97055

Gentlemen:

Enclosed are three copies of Contract No. 7260 for $53,357 awarded to you by the State Highway Commission on May 20, 1969. This contract is for grading on the Nelson Point Railroad Shoofly Section of the Old Oregon Trail in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 7, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Head, Assistant Secretary

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
A. F. Parson
L. V. Blickenstaff

RECEIVED
JUN 3 1969
FOR FILING
I-80N-7(23)358
7260

C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1969

SUBJECT: Status of Negotiations
Union Pacific Railroad Company

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

In accordance with your request of May 9, 1969, I will detail below the status of our negotiations with the Union Pacific on all projects as they appear on our Schedule of Contract Lettings dated April 15, 1969.

May 15, 1969 Letting

Nelson Point Railroad Shoofly Section - Agreement signed by Highway Commission on November 12, 1968.

10th St. - South Pendleton Interchange Section - Agreement signed by the Highway Commission on December 12, 1967.

N. Delaware-N. Woolsey Avenue Section - Negotiations being handled by Multnomah County.

June 26, 1969 Letting

Fountain Slide Section - The Railroad has indicated that we may have a Permit of Entry on their non-operating property lying South of the highway and they are now in the process of preparing a Haul Road Agreement to allow access to the disposal area northerly of their tracks.

N. W. 4th Avenue-Broadway Section-Milton-Freewater - We are having a meeting on May 13, 1969 in Milton-Freewater concerning the installation of automatic protection at these grade crossings. This was called by Mr. Ritchie of the Public Utility Commission and I will be able to advise you further upon my return from that meeting. I do not expect expedited service from the Railroad on this project.

July 31, 1969 Letting

Barth Crossing-U.S. 30 Connection Section - The Railroad has indicated that we may have a Permit of Entry for the construction of fill slopes along their property and we feel that this may be obtained without much difficulty, however there is some doubt in my mind that this may be in our hands prior to July 31, 1969. This should be handled by Umatilla County.

August 21, 1969 Letting

East Fremont Interchange Section - The Bureau of Public Roads is presently attempting to file condemnation action against the Railroad and a meeting among Railroad, BPR and State people is to be arranged by Mr. Edwards of the Highway Department and Mr. Haacke of the Railroad in the near future.

November 6, 1969 Letting

La Grande Section - The Railroad indicates that the agreement is nearly completed and that it can be submitted to us considerably prior to November of this year. They also indicate that the West La Grande Interchange which requires reconstruction of the old bridge over the Railroad will be handled either as a supplement to the agreement now under preparation or by separate agreement.

Bubbs Ranch-Weatherby and Weatherby-Lime Section - Mr. Tabor has indicated to me that the Portland Office has approved the proposal made to them in my letter of April 1, 1969 concerning the division of costs of the Rye Valley Road Overcrossing. A copy of this letter is in your files and we proposed the State to bear $42,800, the County $6,000 and the Railroad $40,800. Mr. Tabor has also said that the estimate for the adjustment of the signal and communication lines is now being prepared in their Omaha Office. The areas in which they will accept waste material have been determined and a map showing these areas is now being prepared in the Portland Office. We are supposed to receive this information prior to June 1, 1969. They have asked for information concerning the design of the access ramps which lead from locked gates to be established at several locations throughout the Burnt River Canyon. This information, along with preliminary plans, encroachment maps and cross sections were submitted to the Railroad with my letter of April 8, 1969 and this has not yet been reviewed by the Portland Office. We will be sending similar information for the Bubbs Ranch-Weatherby Section in the near future.

To resolve these problems we need a decision from the Omaha Office regarding the Rye Valley Road Overcorssing, an estimate and sketch from the Omaha Office of the signal and communication line adjustment, the map showing the disposal areas from the Portland Office, and an approval from both the Portland and Omaha Offices of our access road design.

March 12, 1970 and Later Letting

North Powder-South Baker Interchange Section - Inasmuch as this project involves a simple overcrossing of the Railroad, they indicate that an agreement can be produced considerably prior to March of next year.

F. D. Morgan
Construction Engineer
By
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4-25-69

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Y 5 1969

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-80N-7(23)328

SECTION: NELSON POINT R. R.-SHOOFLY SECTION

WORK: GRADING

COUNTY: BAKER

TO:
MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-7(23)328 Klaus

FROM: 7260
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
APRIL 23, 1969	APRIL 23, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,000.00 AND RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $2,400.00 AS SHOWN IN YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S APRIL 21, 1969 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

CERTIFICATION WITH REGARD TO PARKS, RECREATION, AND HISTORICAL RESOURCES IS REQUIRED BEFORE BID OPENING.

RAILROAD ADJUSTMENT WORK FOR THIS PROJECT WAS AUTHORIZED AUGUST 13, 1968.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE
Young
W/enc.
5-5-69

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-25-69	G. L. Sheen For R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 8 1969

UNITED STATES GOVERNMENT

FOR *Memorandum*

Klaboe

I-80N-7(23)328

7260

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 1, 1969

In reply refer to: 08-35-EC/400.1

Copy to Hearing File

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(23)328
Nelson Point R.R. Shoofly Section
Baker County
Public Hearing Status

We concur that additional hearings are not required for this project. Due to the status of this project and the proposed letting schedule, PPM 20-8 is not considered to be applicable.

Design approval will be given as PS&E approval for the May 15, 1969 letting.

NOTED
F.B. KLABOE

4-2-69

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-28-69

RECEIVED
MAR 6 - 1969

ADMINISTRATION
PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-80N-7(16)327
SECTION:	NELSON POINT RR SHOOFLY SECTION
WORK :	TELEPHONE FACILITY ADJUSTMENT
COUNTY :	BAKER

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-7(23)328

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

7260

DATE PS&E APPROVED	DATE AUTHORIZED
------	2-28-69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE AGREEMENT WITH PACIFIC NORTHWEST BELL, UTILITY COMPANY, CONSISTING OF YOUR DECEMBER 5, 1968 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE PACIFIC NORTHWEST BELL UTILITY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S FEBRUARY 20TH LETTER. THIS COVERS THE UNDERGROUND ADJUSTMENT IN THE VICINITY OF DETOUR STATION 1423.

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $4,259.00 IS APPROVED.

RECEIPT OF MR. H. M. FILLMORE'S FEBRUARY 17, 1969 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

OUR PROGRAM MEMORANDUM DATED MARCH 2, 1965 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS, TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY EFFECTIVE TODAY. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 10, 1969 AND PPM 30-4.1 DATED NOVEMBER 29, 1968.

OFFICE USE

NOTED
F.B. KLABOE

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Litchfield
copies to Young
Johnsen
3-4-69

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-28-69	S. Green For R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
JUL 7 - 1969

I-80N-7(23)328
7260

4K

Salem, Oregon
November 14, 1968

RAILROAD COMPANIES
FILE No. 671

Agenda Item 4k
November 12 Commission meeting

Mr. G. E. Rohde
Chief Counsel

Attention: Mr. Jack Sollis

11-12-68

BUILDING

Attached are two copies of an agreement with Union Pacific Railroad Company for the construction of railroad shoofly tracks and the relocation of signal and communication lines required by the proposed freeway construction in the vicinity of Nelson Point on the Bushe Ranch-Weatherby Section of the Old Oregon Trail.

After the Railroad Company has dated and signed this agreement, please return one copy for the Commission's files. We will retain a xerox copy until such is received.

C. W. Head, Assistant Secretary

fkm
Attachments

cc Mr. F. D. Morgan
Attn: Mr. Ted Litchfield

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
R. L. PORTER

October 29, 1968

AGENDA
NOV 12 1968
4K

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the November 12 meeting an agreement with the Union Pacific Railroad Company for the construction of railroad shoofly tracks and the relocation of signal and communication lines required by the proposed freeway construction in the vicinity of Nelson Point on the Dubbs Ranch-Weatherby Section of the Old Oregon Trail Highway in Baker County.

This agreement is the usual form of construction agreement with Union Pacific Railroad Company. It provides that the State will reimburse the Railroad for all its expenses incurred on this project. The estimated net cost to us of the Railroad work is $112,851.

This is Interstate freeway work for which we have the approval of the Bureau of Public Roads.

We recommend your approval.

1 copy in suspense

Very truly yours,

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attention: T. W. Litchfield)
L. E. Young
C. H. Maison
A. F. Parson

Ⓐ
2 COPIES TO BE SIGNED
By Commission

NOTED
FLOYD QUERY

RECEIVED
FEB 8

UNITED STATES GOVERNMENT

Memorandum

Klaber

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon, 97301

FOR
I-80N-7(23)328

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 6, 1968

In reply refer to: 08-35.EC/710.11

7260

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's January 23, 1968 letter requested the inclusion of two items in the subject program. These Stage 2 construction phase projects are approved effective today:

Item	Project	Location	Work
523	I-80N-7(23)328	Nelson Point	Railroad Shoofly
524	I-80N-3(54)108	Rufus Interchange Section	Landscape

You are authorized to proceed with railroad preparatory work on Item 523, I-80N-7(23)328, Nelson Point Section.

This action provides for two projects on the Federal-aid Interstate System at a total estimated cost of $215,000 of which $197,000 is reserved as Federal-aid Interstate funds.

NOT
F. B.

2-8-68
REFERRED TO
Morgan - Young
BY ASST STATE HWY ENGR.

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO
(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 3.6 mi. S.E. of Durkee 21 65	**ADT**	PRESENT 2,250	FUTURE 3,700 (66) (70)

YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Adjustment of RR Facilities 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL-AID I-8

ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 3.6 mi. S.E. of Durkee (Nelson Point RR Shoofly Section)			
5					**ROW**					
5					**CONST** (CODE) Y-040			0.00	190,000	174,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	190,000 (16) (23)	174,000 (24) (3
1	14	PROGRAM APPROVAL DATES				

7260

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 2,250	FUTURE 3,700 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 523 (14) (18)

UPV AGCY (69)	DA CLASSIF. — (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER SEQ. NO. 80-7(23) 7 13	I. Projects Only POST MI. 328 (24) (26)	DESIG. N 27

COUNTY NAME Baker	CODE 001 (14) (16)	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36)	U.S. (37) I-80N (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (75)			Adj. RR facilities consisting of construction of RR shoofly (approx. 2,320') including drainage, embankment, ballast and track; channel change (approx. 1,160'); partial grade and drain of hwy. detour, restoration of RR facilities to original line after hwy. construction completed on this section.
0.00	190,000	174,000	16,000		
0.00	190,000	174,000	16,000		
	(15) (23)	(24) (33)			

REMARKS
Additional Data: Items 105, 106, 358, 373 and 376; Projects I-80N-7(4), (5), (14), (16) and (15).

Remarks Continued -

The RR shoofly, partial grading for highway detour and channel change of Burnt River is to facilitate future highway construction of 4 lane facility as such adjustment is required to protect the Union Pacific RR facilities and highway users during the excavation of a large rock point at Nelson to be done under a future project.

The State intends to contract the grading and drainage and embankment required for the shoofly and the channel work on Burnt River. The Union Pacific Railroad will perform the ballast, track, signal and communication work for the shoofly. Also under this project the Union Pacific Railroad will perform necessary work to restore their tracks, signals and communications to the original location upon the completion of this section of the Interstate Highway.

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

1967

I-80N-7(23) 328
7260

P

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 29, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

NOTED
F. B. KLABOE

Dear Sir:

We are replying to your letters of September 20, and September 25, 1967, which enclosed the plans for the following projects:

1. Nelson Point Shoofly Section, Old Oregon Trail Highway, Baker County.
2. Harvey Way-Madrona Street (Lake Oswego) Section, FAS 681, Clackamas County.
3. Coburg Interchange Section, Pacific Highway, Lane County.

None of the above projects will have any adverse effects upon wildlife resources, so they are approved.

We appreciate the opportunity to offer comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Operations

ROK/ln
cc: Director, OFC

RECEIVED
OCT 3 1967
CONSTRUCTION
DIVISION

Routing
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

10-6-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (2)
A. F. Parson (2)
fw

Routing
Barbee
Walker
Glenn
Swan
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 2 1967

RECEIVED
SEP 25 1967
CONSTRUCTION
DIVISION

SEP 22

RECEIVED
FISH COMMISSION
_Director
_Asst. Director
_Fiscal Officer
_Spec. Asst.
_Auditor
_Licenses
_Fish Culture
_Research
✓Engineering MB
_Water Res.
_Info-Ed.
_Surname

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 20, 1967

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed is a plan title sheet on a project scheduled for contract letting. Would you please give this your special attention and recommendations as soon as possible.

Nelson Point Railroad Shoofly Section, Old Oregon Trail Highway, Baker County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan

F. D. Morgan
Construction Engineer

9-29-67 Copies to:
F.B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fw

S.N.R. - 9-25-67

Enc.

Dear Mr. Morgan,

This project is above the reach of anadromous fish thus no fishery conflict, to these species, is contemplated.

Burt Carnegie
Hydraulic Engr.

cc; OGC

US-271(9) Harmony Rd. Int.-Cascade Hwy. 1969
Sec., Clackamas Hwy. (Grad., pav.,
#7261 struc. & traf. control dev.)

CYA 3768
C+A 5504

7361

November 3, 1975

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

5d

10-28-75

MISC. CONTRACTS and
AGREEMENTS No. 5504

Gentlemen:

Attached for your records is a fully executed copy of an agreement for maintenance of the traffic signals on the Clackamas Highway at Rusk Road, Lake Road, Pheasant Court and Johnson Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc L. E. George (agree. att.)

7261

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 8, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Agreement
Clackamas County

C9A 3768

An agreement dated June 10, 1969, between the Commission and Clackamas County indicates that the County would be responsible for maintenance of the traffic signals on the Clackamas Highway at Rusk Road, Lake Road, Pheasant Court and Johnson Road.

The maintenance at these intersections, together with the interconnect equipment, has become very complex in nature, making it desirable that the State assume the maintenance responsibility.

A new agreement reassigns the maintenance responsibility to the State. The County will continue to be responsible for electrical energy consumed.

This matter will be on the agenda for your consideration at the October 28 meeting and your approval is recommended.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
Don Harwell
Jack Graham
George M. Baldwin
R. L. Schroeder
L. E. George
E. L. Hardt
Gary L. Sund

RDT:rj srb

#7261-

[illegible] Klaboe B

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-~~2086~~ 3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 30, 1975

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 1 '75
REFER TO
ES H
FOR

Info	Inves	R/D	D/R	Sign	Act	File
/						/

NOTED
F. B. KLABOE

Mr. Harold L. Schilling
City Manager
City of Milwaukie
926 Main Street
Milwaukie, OR 97222

copy in
Tra 7-14

TIMING AND PEDESTRIAN USE
HIGHWAY 224 (MILWAUKIE EXPRESSWAY)

Dear Sir:

~~We have your September 12 letter dealing with (1) signal timing~~ on Highway 224 (Milwaukie Expressway) and (2) pedestrian use of Highway 224.

First, with respect to the traffic signal operation on Highway 224, this system will never be perfect in the eyes of the user due to the proximity of the signals at Harrison Street and at Monroe Street. The close spacing of these two streets does not allow a good progression of traffic through the signals. Presently we have found that the system works better if the Harrison Street signal is not interconnected to the other three, due to the large volumes of traffic using Harrison Street --- an intertied signal does not allow enough green time for the cross street. We will continue to make adjustments to this system in order to operate it at its maximum potential.

Secondly, with respect to the problem of pedestrians desiring to use the expressway, you will recall that I met with you last May to discuss this question. At that time when I asked for specifics you referred me to Wayne Daigle. Wayne was not aware of any problems, but asked for some time to investigate. I talked with him several times after that and he was unable to come up with any specific complaints so we dropped the question. If you will identify for me the specific area of concern, I will have it investigated. However, I should point out to you that the purpose of an expressway is to carry relatively large volumes of traffic at relatively high

RECEIVED
OCT 6 1975
Office of
Assistant State High[illegible]

NOTED
R. L. SCHROEDER

Form 81-734-3123

rates of speed and we would not encourage a pedestrian mix with this type of traffic unless no other way of taking care of pedestrians is available.

If you have detail questions regarding the traffic signal operation on the expressway, or have any other questions regarding Highway Division matters, please feel free to contact this office at any time.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

ELH/cr
bc F. B. Klaboe w/Schilling letter
L. E. George " "
James McClure " "

CITY HALL – 936 MAIN STREET
MILWAUKIE, OREGON
PHONE 659-5171

CITY OF MILWAUKIE, OREGON
"The Dogwood City of the West"
FOUNDED 1848—INCORPORATED 1903

September 12, 1975

Oregon State Highway Division
9200 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Gentlemen:

In a consensus expression at its regular meeting on September 8, 1975, the City Council directed that inquiry be made to your office conterning signal phasing along Highway 224. Of particular concern is the feeling that signal timing is such as to preclude the uninterrupted movement of traffic traveling a reasonable speed through the community.

~~Of continuing and as yet unresolved concern is the matter of pedestrian~~ ways previously communicated to your office. Pedestrians along certain sections of Highway 224 continue, in adverse weather conditions, to find it necessary to walk within the road bed of the expresway right-of-way.

Your attention to these inquiries will be appreciated.

Very truly yours,

Harold L. Schilling
City Manager

cc: Oregon State Highway Division
Salem, Oregon

SS RE RME [illegible] [illegible]
[illegible] COPY SENT RSM
UE [illegible] RSC
SO REGION 1 RSI
ENV LOC

7361 15

From the desk of:
H. Scott Coulter

9-12-75

NOTED
H. S. COULTER

Bud George

With this letter and our letter of August 27, I'm not sure if we need to actually amend the agreement of 6-10-69.

Please review and T.A.A.

for H. S. Coulter

9-12-75

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

RECEIVED
SEP 12 1975
Office of
Assistant State Highway Engineer

September 3, 1975

Oregon State Highway Division
H. S. Coulter
Assistant State Highway Engineer
Salem, Oregon 97310

Mr. McIntyre, Director of Public Works, has reviewed with us his negotiations with the State involving amending the agreement between our organizations entered into June 10, 1969.

Specifically, the amendment only involves the maintenance responsibility for the traffic control system consisting of three-phase, fully-actuated signals, at intersections on the Harmony Road-Lake Road Interchange Section of the Clackamas Highway:

Rusk Road
Lake Road
Pheasant Court
Johnson Road

Your letter of August 27, 1975, addressed to Mr. McIntyre points out the willingness of your organization to amend the agreement and requests our approval.

Please be advised that this County agrees to relinquish its responsibility under the agreement for maintenance of these mentioned signals, and on the basis of this letter and yours under date of August 27, 1975, assumes the matter is resolved to the satisfaction of all.

BOARD OF COUNTY COMMISSIONERS

Thomas D. Telford
Chairman

Commissioner

Commissioner

/rn

August 27, 1975

Mr. John C. McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Dear Mr. McIntyre:

Your July 11 letter comments on the County's inability to maintain the traffic signal system on the Harmony Road-Lake Road Section of the Clackamas Highway.

We are exceedingly reluctant to make changes in any existing agreement of this type. However, it would be advantageous to the traveling public to maintain a properly operating signal system throughout this section of the Clackamas Highway. A review of all factors involved, including the complex technical nature of the traffic signal equipment, indicates that in this one instance only, the State is agreeable to assuming responsibility for maintenance of this traffic signal system with the County retaining responsibility for the cost of power.

Assuming that this arrangement will meet with the County's approval, will you please so indicate in writing to this office. On the basis of both this letter and your answer, the new responsibilities involving this traffic signal system will be assigned.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

LEG:pb ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
R. N. Bothman
E. L. Hardt
D. H. Moehring
Robert Judson

7261

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

September 3, 1975

Pub 7

Oregon State Highway Division
H. S. Coulter
Assistant State Highway Engineer
Salem, Oregon 97310

I am extremely gratified to know that we have agencies such as the State Highway Department who are sincerely concerned with effeciently and effectually serving the public even though they might have to shoulder some burdens that could be carried by others.

I sincerely appreciate the attitude you have shown regarding our dilemma in assuming the maintenance jurisdiction for the traffic signals on the Milwaukie Expressway. I recognize the fact that the State is highly reluctant in amending any agreement which increases their financial liabilities (as we all are) but intergovernmental cooperation such as this will certainly pay long term dividends.

Again, thanks for your consideration and please be assured that we stand ready to assist you in the future on items similar to this.

John C. McIntyre

JOHN C. McINTYRE - Director of Public Works

l/rn

NOTED
R. L. SCHROEDER

RECEIVED
SEP 8 1975
Office of
Assistant State Highway Engineer

9-8-75

RECEIVED
SEP 9 1975
Office of
Assistant State Highway Engineer

Tra 16-6

dp

NOTED
H. S. COULTER

August 27, 1975

Mr. John C. McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Dear Mr. McIntyre:

Your July 11 letter comments on the County's inability to maintain the traffic signal system on the Harmony Road-Lake Road Section of the Clackamas Highway.

We are exceedingly reluctant to make changes in any existing agreement of this type. However, it would be advantageous to the traveling public to maintain a properly operating signal system throughout this section of the Clackamas Highway. A review of all factors involved, including the complex technical nature of the traffic signal equipment, indicates that in this one instance only, the State is agreeable to assuming responsibility for maintenance of this traffic signal system with the County retaining responsibility for the cost of power.

Assuming that this arrangement will meet with the County's approval, will you please so indicate in writing to this office. On the basis of both this letter and your answer, the new responsibilities involving this traffic signal system will be assigned.

Very truly yours,

H. S. Coulter
For Assistant State Highway Engineer

LEG:pb ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
R. N. Bothman
E. L. Hardt
D. H. Moehring
Robert Judson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OR 97310
August 22, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Maintenance of Traffic Signals
Milwaukie Expressway

TO: H. S. Coulter
Asst. State Highway Engineer

After further discussions with various parties involved, I would again make the recommendation that was contained in my March 4, 1975 letter directed to you, involving traffic signal interconnection maintenance on the Milwaukie Expressway. The reasons for again recommending this are substantially the same as was contained in the March 4 letter.

It is my opinion that this one particular instance is a special case and that the complex technical nature of this equipment does require the capabilities of the State. In order to maintain the safest condition of operation for the signal system and to keep "peace" in the family, it is also recommended that the State assume the cost of this maintenance responsibility.

Attached is a Suggested Draft to John McIntyre on this matter.

L E George
L. E. George
Traffic Engineer

LEG:pb
Attachment

RECEIVED
AUG 25 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: TRA

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 21, 1975

Edward L. Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: MAINTENANCE OF TRAFFIC SIGNALS
MILWAUKIE EXPRESSWAY

TO: H. S. COULTER
Assistant State Highway Engineer

7-23-75

NOTED
H. S. COULTER

REFER TO
L E George
By Asst. State Hwy. Engr.

Recommendation & R/D
question 1 & 2 on page
1 of McIntyre's letter.

The question of responsibility for maintenance of the traffic signals on the easterly end of the Milwaukie Expressway has been bouncing around between the State Highway Division and Clackamas County since 1971. For background information I have attached a series of letters on the subject, as follows:

September 22, 1971: John McIntyre to John Sheldrake refusing to take over maintenance of the system until the system is improved.

October 5, 1971: from Klaboe to McIntyre agreeing that the State will retain maintenance until the interconnect work is completed.

October 7, 1971: from McIntyre to Klaboe, acknowledging the above letter.

February 12, 1975: from Judson to Bothman recommending that the State continue to maintain the signal system.

February 25, 1975: from Bothman to Hardt recommending revision of the earlier agreement with maintenance to be the responsibility of the State.

March 4, 1975: from George to Coulter recommending that the State take over maintenance of the system.

March 17, 1975: from Hardt to Winston Kurth suggesting that the State perform the maintenance on the system and the County bear the cost.

July 11, 1975: from John McIntyre to Hardt pleading that the State take over maintenance of the system and bear the cost also.

I think that everything that needs to be said about this question has been said in one or more of the above-mentioned letters. The key points are, I believe:

(1) the maintenance of this complex system should be done by the Highway Division as Clackamas County is not capable of doing so.

(2) the original agreement for the construction of the signals called for the County to be responsible for maintenance. At that time, however, these were looked at as individual signals and the computer intertie was added at a later date.

RECEIVED
JUL 22 1975
Office of
Assistant State Highway Engineer

(3) to be realistic, in order to keep harmony between us and the County, about the only way to assure ourselves that the signals will be maintained properly is for the State to do it and be responsible for the cost.

Accordingly, it is my recommendation that we relieve the County of the maintenance responsibility for these signals, although still looking to them for payment for electrical energy costs.

ELH/cr
Attachments
cc L. E. George w/attachments
Bob Judson "
Jim McClure "

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

July 11, 1975

OE RE RME RCE FAE
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UE JUL 14 1975 RSC
SO REGION 1 RBI
ENV LOC

Mr. Edward L. Hardt
Regional Engineer
P. O. Box 02157
Portland, OR

On March 17, 1975 you corresponded with Mr. Kurth of this Department regarding the unpleasant subject of traffic signals on the Harmony-Lake Road section of the Clackamas Highway.

I offer my apologies for this late response, but somehow, believe it or not, the letter was misplaced until today. We were aware that the day might come when we would be asked to comply with the conditions of our agreement of June 10, 1969. We held out the hope, however, that you would recognize the position your Department had put us in by the execution of this agreement and would let us off the hook, since we really aren't bad guys after all. I should point out that this agreement was signed at the time we would affix our name to any document presented to us by your Department, our reasons being two-fold:

1. We never understood them in the first place.
2. Big Brother would not let Little Brother sign anything that might cause a problem.

Since that time our philosophy has changed, as it appears Little Brother has grown up and Big Brother has no further interest. I should state that we still don't understand your agreements.

It should be obvious from the preceding that this letter is a humble attempt to request that you retain the maintenance responsibility for these signals under your jurisdiction, however, energy costs which we are presently paying will still be an obligation of the County.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

In support of our position, I would like to point out that this County has afforded considerable service to the State in the area of traffic signal installation and, in fact, assumed a financial obligation for a project of no interest to us but of great interest to the State. Without going into too much detail, you might contact Mr. Rulien, your predecessor, as he must well remember the only time he appeared on his knees before me with a problem only the City of Milwaukie and our Department could resolve. We were pleased that we could assist the State as we knew it would only be a matter of time until a favor would be needed in return. In case age has taken its toll and his memory has slipped, you might point out that I am referring to the traffic signal at the intersection of Milport and River Road.

To provide further justification for this request, I would like to relate to you my very first experience with Fred Klaboe, who had just been appointed State Highway Administrator. Mr. Klaboe represented the State Highway Department and I the Association of Oregon Counties in negotiating a fair agreement for distribution of installation, maintenance and energy costs of traffic signals located at intersecting State highways and County roads. Mr. Klaboe was firm in his position that such a formula must be fair and equitable to both parties, since neither organization had excess funds with which to help the other. Sharing the same philosophy, we quickly agreed that maintenance costs should be the responsibility of the State, while energy would be that of the County for such installations. The basis of arriving at such a fair agreement was that maintenance cost nearly equaled energy cost. The State chose the maintenance responsibility as it already had on staff expert technicians who could respond without delay to a malfunction, thus minimizing the danger to the traveling public, while the counties do not.

Ed, I have taken my best shot to convince you to follow in the footsteps of your predecessor and that is to help each other in time of traffic signal problems, or to adopt the philosophy of your Administrator, Mr. Klaboe, and that is to be fair and equitable. I just can't imagine your turning down this request, but in case you got up on the wrong side of the bed this morning, I will submit the following counter proposal:

> Each time a signal malfunctions, we would request that you prepare a cost estimate for its repair and submit it to this County for approval.

This County's financial condition is such that we have had to lay off 15 people this year, due to the fact that our revenues show a decrease in excess of 15 percent over what existed for the prior year. We have no funds budgeted for signal maintenance on this section of Highway and will have to see if funds can be found to make the necessary repairs at the time of malfunction. As to re-lamping, this can probably be handled by our Department with just a wooden ladder and light bulbs from Fred Meyer's without too much trouble.

In closing, I would only reiterate that this County would again find itself deeply indebted to you, if you would allow the State Highway Department's and this County's past practicies of mutual aid in time of need to continue. The taxpaying public is the only benefactor of this policy.

JOHN C. McINTYRE - Director of Public Works

/mak

#726

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
H. S. COULTER

March 17, 1975

Mr. Winston Kurth
Dep. Director of Public Works
Clackamas County
902 Abernethy
Oregon City, OR 97045

copy
TRA 16-6-SP

Dear Sir:

With respect to the maintenance of the traffic signals on the Harmony Road-Lake Road Section of the Clackamas Highway, namely at Rusk Road, Lake Road, Pheasant Court, and Johnson Road, the Highway Division, by letter dated October 5, 1971 from the Highway Engineer's office, agreed with Clackamas County that the Highway Division would retain maintenance of these signals until the work of interconnecting the system was completed. That work now has been completed and so the time has come for the County to assume maintenance responsibility of the signals, as called for in the June 10, 1969 agreement between the County and the Highway Division.

In order to take care of this maintenance in a manner most efficient and least inconvenient to the taxpayer, I propose that the County authorize the Highway Division to perform the actual maintenance, the cost of which would be billed to and paid for by Clackamas County. Since the interconnect system is not covered in the County/State agreement, the maintenance of the interconnect would be done solely at the Highway Division's expense. I would include in this agreement a fifth signal, that on 82nd Drive at the intersection of State Highway 212, the Clackamas Highway. Maintenance of this signal is also a County responsibility, as covered in a County/State agreement.

Our normal maintenance program for traffic signals consists of a semi-annual check of the operation of the signal, together with relamping of the bulbs. The estimated cost of this type of maintenance is $500 per year per intersection.

RECEIVED
MAR 18 1975
Office of
Assistant State Highway Engineer

S-123

Winston Kurth
Page 2
March 17, 1975

If you concur with the handling of the maintenance responsibility for the five signals, I would appreciate return of a counter-signed copy of this letter.

Sincerely,

ORIGINAL S [illegible]
EDWARD [illegible]

Edward L. Hardt
Regional Engineer

cc H. S. Coulter
L. E. George
R. N. Bothman
J. D. McClure

Approved by Clackamas County

Date

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

NOTED
H. S. COULTER

DATE March 4, 1975

TO H. S. Coulter
Asst. State Highway Engineer

L E George

FROM L. E. George
Traffic Engineer

SUBJECT Traffic Signal Interconnect
Milwaukie Expressway

3-7-75
Discussed w/ Ed Hovalt who is going to discuss w/ John McIntyre on basis of OSHD doing maintenance Clac. Co. - paying costs —
HSC

Your note at the bottom of the attached letter requested my opinion as to the State assuming maintenance on the traffic signal interconnect installed on the Milwaukie Expressway.

Normally, I would agree completely with the fact that we should not modify any maintenance agreements until we look at all of them. However, in this instance special issues exist. The State has in fact been maintaining the existing portion of the interconnect system for several years simply because the County refused to have anything to do with it. Also, within the next day or so an extension of this system is about to be activated into the I-205 area. This portion of the system will be the State's responsibility at the outset.

Overriding the confusing situation that exists with respect to maintenance responsibilities is the fact that this interconnect system and the equipment involved is highly complex in nature and operation. Clackamas County is just not equipped to cope with this type of maintenance. In this one instance only, I would recommend that the State assume the entire maintenance responsibility for the traffic signal system both existing and new on the Milwaukie Expressway. Special equipment and special operation make this recommendation desirable in order to provide a safe movement of traffic through the signalized intersection.

LEG:pb
Attachment

CEIVED
MAR 4 1975
Office of
tant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: TRA

INTER-OFFICE CORRESPONDENCE
February 25, 1975
Portland, OR 97213

NOTED
H. S. COULTER

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: Signal interconnect system
Milwaukie Expressway

TO: E. L. HARDT
Region 1 Engineer

MILWAUKIE

Signals were earlier installed on the Milwaukie Expressway at Rusk Road, Webster Road, Pheasant Court and Johnson Road. Signals have now been installed as part of the S.E. Causey-Gladstone section for the interchange of the Milwaukie expressway and I-205. These signals are interconnected to the earlier four signals. This later work has now been completed with the opening of the section of I-205 through the Lake Road interchange.

Previous correspondence indicated some controversy in the maintenance of the earlier four signals between Clackamas County, who by the current agreement is responsible for the maintenance of the four signals. This resulted in an opinion by John McIntyre that a "pig in a poke" was involved.

I have disucssed the interconnect system with Bob Judson, and his recommendation is attached, as well as the earlier correspondence with the County. Bob recommends that the maintenance of the entire interconnect system be retained by the State, due to the complex nature of the control equipment.

I recommend your consideration for revision of the earlier agreement, with the maintenance of this system a responsibility of the State, due to three major points:

1. The complex interconnect nature of the entire system.

2. The fact that the system is on a State highway.

3. For better County/State relations.

I recommend that you go further than some type of an arrangement for the State to maintain the signals at County expense, and assume full responsibility for the interconnect system and signals.

ebg

attachment

cc: H. S. Coulter

RECEIVED
FEB 26 1975
Office of
Assistant State Highway Engineer

RECEIVED
FEB 27 1975
TRAFFIC ENGINEERING

2-27-75
cy LE George. — I don't think we should agree to any modification of maint. agreements until we look at all. Do you agree? Scott

7660

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 12, 1975

FILE: ~~MAT 15-3~~

Robert Judson

FROM: Robert Judson
Electrical Engineer

SUBJECT: Signal Interconnect System

TO: Robert N. Bothman
Metropolitan Engineer

Attached are copies of the correspondence with Clackamas County that we discussed on the phone.

The interconnect circuit mentioned is a part of the S.E. Causey Ave.-Gladstone Interchange contract and as yet has not been put in service.

As I mentioned, the interconnect equipment is very complex in nature thus making it desirable that the State continue to maintain the existing signals on the Milwaukie Expressway at Rusk Road, Webster Road, Pheasant Court, and Johnson Road. This would include the interconnect equipment and the new signals being installed on the same contract.

RJ:jja
Attachments

METROPOLITAN ENGINEER
FEB 13 1975

7261 7261

75

RECEIVED
OCT 1[illegible] 1971
FOR FILING

Main
Traffic
Light
xTen.

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

October 7, 1971

Mr. Fred Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

#442

Dear Fred:

I am in receipt of your letter of October 5, 1971 - pertaining to the State's traffic signalization of the Clackamas Highway. We are gratified to note that the State shares our concern that the signals should be inter-connected.

Your letter has given us complete assurance that the State will not require us to maintain the signals prior to their operating in a manner that will create a safer and more expeditious flow of traffic.

I have instructed our accounting section to pay all electrical energy costs which are incurred as a result of the traffic signal operations.

The decision you made certainly goes a long way in helping to restore the confidence this County should have in the State Highway Department.

Sincerely yours,

John C. McIntyre
Director of Public Works

copy

REFERRED TO
George
Hwy. Engr.
10-11-71

JCM/mak

cc: Si Cox - City-County Relations
Larry Rulien - Division Engineer

RECEIVED
OCT 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

FBK 4442

October 5, 1971

Mr. John C. McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. McIntyre:

Your letter of September 22 commented on the traffic signal system on the Harmony Road-Lake Road Interchange Section of the Clackamas Highway.

The Highway Division is in the process of calling for bids on a computerized interconnect system for this section. The interconnect system will provide a much smoother flow of traffic through the traffic signals. A portion of the work under the new contract will also include some revision of existing equipment in order to improve signal operation.

We agree that the Highway Division should retain the maintenance of this section of traffic signals until the work is completed involving the interconnect system. We would request however that the County assume the costs of the power, including both past and future billings, as its share of the operation.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

NOTED
R. E. ROYER

NOTED
L.E. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

NOTED
F. B. CRANDALL

NOTED
BRUCE TAYLOR

cc: R. L. Porter
Tom Edwards
H. S. Cox
L. E. George
L. W. Rulien

LEG:mb srb

[illegible]
6-10-69 Signals
Agree
~~[illegible]~~

KLABOE

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

September 22, 1971

Mr. John W. Sheldrake
District Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Re: SIGNALS - CLACKAMAS HIGHWAY (MILWAUKIE EXPRESSWAY)

Dear Mr. Sheldrake:

Our Traffic Engineer has brought to my attention your letter of August 13, 1971, addressed to him regarding the signals on the Clackamas Highway (Milwaukie Expressway). I surmised from the content of your letter that you feel the State has totally fulfilled its commitments made on June 10, 1969, and requests this County to assume theirs.

I totally acknowledge that under Paragraph 2 - "Things to be done by the County" - we have agreed to assume all maintenance and electrical energy costs for those signals at the intersection of Rusk Road, Webster Road, Pheasant Court and Johnson Road. I would like to call to your attention Paragraph 4 under "Recitals" which states in part the following:

> "State and County in their judgment have deemed it necessary, in order to obtain a safer and more expeditious flow of traffic, to install a traffic signal system consisting of three-phase, fully-actuated signals, at intersections on the Harmony Road-Lake Road Interchange Section of the Clackamas Highway as outlined below."

The present installation in my opinion, does not obtain a safer and more expeditious flow of traffic as stated in the agreement. I have had many conversations with constituents of this County which leads me to believe that my concern is shared by many.

The State, in my opinion, has never knowlingly pawned a "pig in a poke" off to this County and I am sure this is not your intention. I can only assume that you and I have a difference of opinion as to the quality of the installation. I would be interested in listening to the State's traffic control experts expound on this matter.

SEP 28 1971
TRAFFIC ENGINEERING

RECEIVED
COUNTY & CITY SECTION
SEP 24 1971
☐ ENGR. ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

We do not have the expertise in the field of traffic control and traffic control devices as the State does. For this reason, we know that you have people in your organization who would have difficulty sleeping at nights knowing that the County had the awesome task of straightening out the traffic flow on the expressway.

We have noted that there are amplifier problems which create the following:

1. The traffic lights change when there is no vehicle actuation. When this occurs, the maximum green time is given to the side facility which has no vehicle flow.

2. The traffic signal will not recognize vehicle actuation. When this happens the motorist becomes quite frustrated and his reaction to the problem could result in a traffic accident.

We have noted that left turn movements off of the minor street are triggering the left turn loops on the major street. It appears to us that the signals do not have a non-locking mode on the left turn detectors.

Finally, we feel that there needs to be a computerized inter-connection device on all the traffic signals. Each time I drive the facility (at the legal speed) I find that I am stopped at each intersection. We are sure that the lack of an inter-connection device is the reason people tend to drive the facility 10 to 15 miles per hour above the speed limit.

We realize that the State has its financial woes (however, they are never as severe as ours) and that you desire that we take over the energy costs at the earliest possible time. I also realize that the energy costs are not related to problems I mentioned above, and for this reason, would be willing to meet with you and discuss the County's assuming the energy costs at the earliest possible date. In commiting to you that the energy costs will be assumed by the County, it will be with the understanding that the State has not as yet fulfilled its commitments under the agreement entered into on June 10, 1969.

Sincerely yours,

John C. McIntyre
Director of Public Works

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JCM:hb

cc's: Si Cox, City-County Relations
Clackamas County Board of County Commissioners

Rubin - info
Kloboe - Mac is a little upset over this & other matters in the County - maybe we should attempt to clear the Clackamas Intchge bit at the earliest.
Crandall - info
See attached DMH

Clack Co

SPRR Xing - Or City

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1971

H. S. Cox ✓

SUBJECT: File 31937, 31938, 31940
Lake Road-Oregon City Section
Cascade Highway

To: Mr. [illegible]. H. Haskin
Property Manager
BUILDING

We are attaching our files as listed above out of which the State recently proposed to relinguish to Clackamas County that portion of Block 3 Roots Addition to Marshfield outlined in red on the attached section of Right of Way Map 8B-7-15. This proposal is under our standard procedure with the phrase "its right, title and interest only so long as used for public road purposes." The relinguishment was forwarded to Clackamas County, August 31, 1971, (see copy on file 31937). On the morning of September 15, Mr. MacIntyre of the Clackamas County Public Works Department called me asking if the reversionary phrase quoted above could be eliminated from our document. He advised that if the State should retain fee to the right of way - it would be an isolated parcel as the County has already vacated those portions of First Street and Hood Street west and south of said Block 3.

My immediate reaction and question over the phone was - was their vacation legal? Mr. MacIntyre said he did not know.

It seems that there is a shopping center going in on Block 3 and the County and the shopping center is revising the traffic pattern and putting the First Street traffic down improved Adams Street for which the shopping center has advanced Clackamas County $12,000 and obtained a portion of Lot 8, Block 2 to round the corner. The contract for improved Adams Street has already been let by the County. The shopping center has also obtained a satisfactory agreement with Clackamas County Water District for a relocation of their 30 inch water line. Now, the County would like to have the Highway's portion of Block 3 transferred to them without any strings - probably so it could be transferred to the shopping center as part of their parking lot. We note from the map that there might be two additional parcels of excess property owned by the Highway Division east of the access control line in Blocks 4 and 10. Could the streets have been legally vacated without the Highway Division's knowledge and consent?

RECEIVED
COUNTY & CITY SECTION
SEP 20 1971
☑ ENGR. ☑ COOR ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CC ☑ RE ☐ RPE ☐

I have talked to Mr. Moehring and he advised turning this over to you for investigation and a decision as to what the Highway Division wishes to do as to the proposed relinguishment in Block 3. The County-State agreement only stated jurisdiction and maintenance of relocated, reconstructed streets, etc., be transferred to County. I have advised Mr. MacIntyre that it will take some time to clear this through the engineers and Right of Way Department. Will you proceed and advise us as to what we should do in regards to our proposed relinguishment of title now in the hands of Clackamas County for their approval as to content and form.

EARL F. SALING
Right of Way Office Manager

EFS:jc

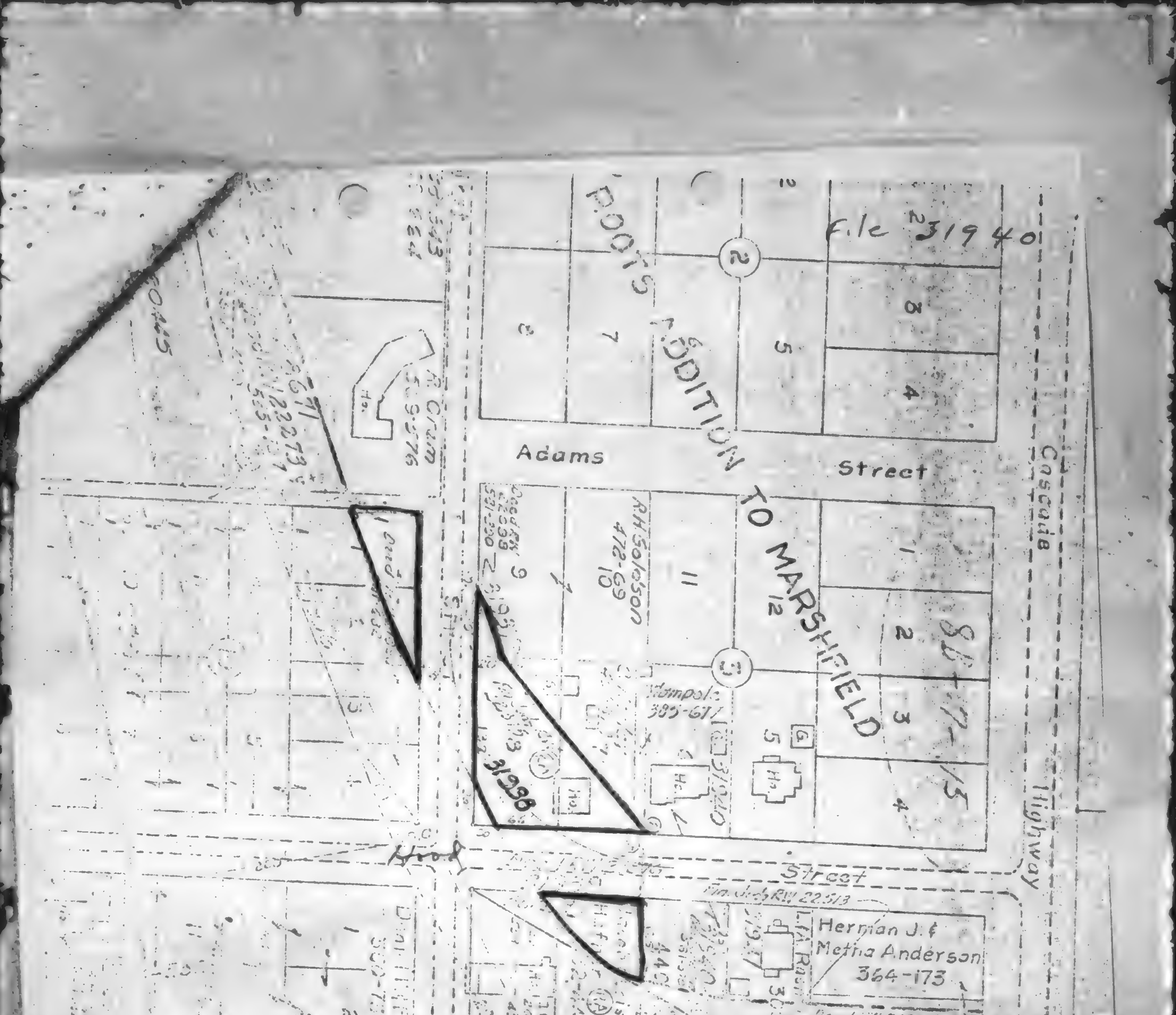
cc: D. H. Moehring
City-County Department ✓

Mr. MacIntyre
Clackamas County Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

Kloboc

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

R
SEP 2
OFFICE
STATE HIGHWAY EN


File 31940
POOT'S ADDITION TO MARSHFIELD
Adams Street
Cascade Highway
Street
Street
VACATED
VACATED
SB-17-15
R.H. Soloson
472-69
31998
31940
31935
31943
Thompson
385-677
Herman J. & Metha Anderson
364-173
A.E. Crozier
Alden & Nita Hurn
492-503
Deed R/W 21355
Fin. Deed R/W 22513
Hwd
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H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

MEMO TO FILES:
March 13, 1964

Clackamas County
Town of Clackamas

John Irvin, Highway Department Staff Attorney, and I met with Clackamas County Engineer John Keeley on March 12 in the courthouse at Oregon City at 2:30 p.m.

Mr. Keeley desires a policy statement regarding acquisition of excess State property and the procedure to acquire same. He is particularly interested in a parcel at the curve from Hood Street to 1st Street at the northeast quadrant of the Clackamas Interchange.

The problem: Hood and 1st intersect. State bought a triangle (NE corner) and constructed rounded curve from Hood to 1st Street northerly. The portion needed for curved part is less than the triangle State purchased. Keeley has been requested to start vacation proceedings for all that portion of the triangle not being used. Their interpretation is that inasmuch as County has maintenance and jurisdiction of the whole triangle, County has the right to vacate the unused part of the triangle. The Clackamas County district attorney doubts the propriety of vacating this unused piece of triangle because the State will still own it in fee.

As the situation is, the unused portion of the triangle constitutes a strip of land which separates an adjoining lot from the county road and thereby prevents access from the lot to the county road.

Purl B. Arensmeier
Purl B. Arensmeier
Mapping & Records Engineer
County and City Division

PBA:mm

cc: L. P. Shaw
John Irvin
A.E. Johnson

RECEIVED FEB 10 1971

STATE COPY

US-271(9)

FORM PR-32-E
(REV. 3-69)

cc: OSHD (A E Johnson)
Region
Wash DC
Christiansen, Area Engr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

2-1-71

REGION NO. 8	REPORT NO. 16	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2-1-71	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. U. S. 271(9)
COMPLETION DATE 9-24-70	ACCEPTANCE DATE BY CONTRACTING AGENCY 1-5-71	TIME ELAPSED 101.9 %	CONTRACT TIME 365
APPROVED EXTENSIONS 7 cal. workdays	LOCATION 2 miles SE of Milwaukie - SE 1.85 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

HARMONY ROAD - CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structure, Signing, & Illumination

The project provided for grading, draining and surfacing for four 12' lanes, 10' shoulders and 16' median with barrier. Illumination was installed at all intersections and interchanges.

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on September 24, 1970. The project was accepted on January 5, 1971, at which time 372 chargeable days had elapsed. The chargeable time was 7 days over contract time, however, a 7 day time extension was approved.

The final cost of the contract work was $2,187,105.89 which is an overrun of 1.9%. There were some significant overruns and underruns, however, the net result was a small overrun. All the overruns and underruns were satisfactorily explained by the State.

cy to Construction 2-12-71

NOTED
TOM [illegible]

RECEIVED
FEB 10 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE C T Christiansen C. T. Christiansen		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	
TITLE Area Engineer	DATE 2-1-71	TITLE Division Engineer	DATE 2-3-71

REPLACES PR 33A(2) REV 4-68 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

JAN 18 1971

US-271(9)
7261

January 18, 1971

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 6, 1971, we wrote to you concerning release of final payment on Contract No. 7261 awarded to Slate-Hall and Hamilton Construction Company for work on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $56,092.44 and the total contract amount is $2,187,105.89, including $13,693.98 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Slate-Hall and Hamilton Construction Co.
11655 S. W. Barbur Boulevard
Portland, Oregon 97223

Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Seaboard Surety Company
100 William Street
New York, New York 10038

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
JAN 6 - 1971
FOR FILING
ccs-271(7)
7261

January 6, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7261 awarded to Slate-Hall and Hamilton Construction Company for work on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County was completed on September 24, 1970, and accepted by the Highway Commission on January 5, 1971.

Final payment will be released to the contractor as soon as the payment processing can be completed, but not before January 13, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Slate-Hall
and Hamilton Construction Co.

Great American Ins. Co., Seattle
Seaboard Surety Co., New York

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
JAN 6 - 1971

[illegible]

US-271(7)

7261

January 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 24, 1970 on Contract No. 7261. The contract was with Slate-Hall and Hamilton Construction Company and was for grading, paving, structures and traffic control on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 5, 1971 and that you concur in this procedure at the Commission meeting on January 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

STATE COPY

Monthly transaction number
12-37

Project report number
7

Modification number
1

FC PR-2A
(Rev. 10-68)

U.S. DEPARTMENT OF TRANSPORTATION
[illegible] HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-11-70

ate
Oregon

County
Clackamas

Project number
US-271(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 19, 19 69, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,385,653	$ 2,422,613
Federal funds	$ 1,492,000	$ 1,528,000
Other revisions		

This modification is made for the following reasons:

Includes approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of December, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G H Green
(Division Engineer)

for R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. US-271(9)

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, December 4, 1970

Revised Project Agreement Estimate.

Type Code 6204
Roadwork (Sta. 204+50 to Sta. 233+35)(Sta. 234+15 thru Equa. 267+23 = 162+57.86 to Sta. 197+50)

Subtotal on previous estimate of June 11, 1969			$1,506,008.30
Approved Price Agreement P.A. #8 - Establish Unit Price for Additional Bituminous Base Mixture	8,000 tons	4.20	$ 33,600.00
	Subtotal		$1,539,608.30
	10% Engr. & Cont.		153,960.70
	Total		$1,693,569.00
Total for structures same as previous estimate of June 11, 1969.			$ 729,044.00

Length of Roadway - - - - - - 1.834 miles
Length of Structure - - - - - 0.015 mile
Length of Project - - - - - - 1.849 miles

Cost of Roadway Per Mile- - - $923,429.12

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,693,569.00	$1,076,000.00	$617,569.00
Structures (3)	729,044.00	452,000.00	277,044.00
Total	$2,422,613.00	$1,528,000.00	$894,613.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract 7261
Prefix 103-1004

C

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-19-69	COUNTY Clackamas PROJECT NO. US-271(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Harmony Road Interchange - Cascade Highway Section
of the Clackamas Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	1.849
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 2,385,653.00	FEDERAL FUNDS $ 1,492,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer JUN 19 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. UG-271(9)

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION
OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Project agreement estimate.

Salem, Oregon, June 11, 1969

Type Code 6201
Roadwork (Sta. 204+50 to Sta. 223+35.00) (Sta. 234+15.00 thru Sta. 267+23.00 = 162+57.86 to Sta. 197+50) (Contract No. 7263)

Temporary Protection and Direction of Traffic	All	Required		$ 15,000.00
Clearing and Grubbing	All	Required		100,000.00
Ditch Excavation, Unclassified	330	cu.yd.	$ 3.00	990.00
General Excavation, Unclassified	241,300	cu.yd.	0.58	139,954.00
Embankment Foundation Excavation, Unclassified	29,500	cu.yd.	1.25	36,900.00
Overhaul	22,800	C-yd.sta.	0.40	9,120.00
Special Granular Borrow Excavation, Unclassified	38,800	cu.yd.	1.75	67,900.00
Hauling and Placing Peat Soil	16,400	cu.yd.	1.75	28,700.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Trench Excavation	4,800	cu.yd.	3.50	16,800.00
Special Backfill in Drain	520	cu.yd.	8.00	4,160.00
Watering	2,900	M-gal.	3.00	8,700.00
Obliteration of Roadway	2,660	sq.yd.	0.50	1,330.00
Pavement Replacement	200	lin.ft.	15.00	3,000.00
Lime Treated Subgrade	196,000	sq.yd.	0.25	49,000.00
Lime for Treated Subgrade	2,200	ton	28.00	61,600.00
Plant-Mix Stone Base	19,600	ton	2.60	50,960.00
Cement-Treated Base Mixture	78,000	ton	3.20	249,600.00
Portland Cement in C.T.B. Mixture	3,900	ton	27.00	105,300.00
RS-1 Asphalt in Seal	130	ton	85.00	11,050.00
Bituminous Base Mixture	2,300	ton	6.60	15,180.00
Asphalt in Bituminous Base Mixture	110	ton	30.00	3,300.00
3/4"-0 Aggregate in Prime Coat	110	cu.yd.	6.20	682.00
RC-250 Asphalt in Prime Coat	20	ton	100.00	2,000.00
Asphalt in Tack Coat	12	ton	60.00	720.00
Class "B" Asphalt Concrete Mixture	34,000	ton	4.20	142,800.00
Asphalt Cement in Mixture	1,870	ton	30.00	56,100.00
12-inch Reinforced Concrete Bridge End Panels	1,000	sq.yd.	18.00	18,000.00
18-inch Paved Culvert End Slopes	12	only	50.00	600.00
12-inch Culvert Pipe	800	lin.ft.	3.50	2,800.00
18-inch Culvert Pipe	930	lin.ft.	5.00	4,650.00
24-inch Culvert Pipe	330	lin.ft.	6.75	2,227.50
8-inch Storm Sewer Pipe	640	lin.ft.	2.25	1,440.00

12-inch Storm Sewer Pipe	2,670	lin.ft.	$ 3.70	$ 9,879.00
15-inch Storm Sewer Pipe	770	lin.ft.	4.90	3,773.00
18-inch Storm Sewer Pipe	890	lin.ft.	7.50	6,675.00
21-inch Storm Sewer Pipe	360	lin.ft.	9.30	3,348.00
24-inch Storm Sewer Pipe	350	lin.ft.	12.50	4,375.00
6-inch Drain Pipe	3,460	lin.ft.	1.75	6,055.00
8-inch Drain Pipe	1,300	lin.ft.	2.25	2,925.00
Vertical Alternate Flashing Beacon	2	only	2,090.00	4,180.00
Concrete Manholes	15	only	500.00	7,500.00
Drop Manhole	1	only	3,000.00	3,000.00
Concrete Inlets, Type "G-1"	15	only	175.00	2,625.00
Concrete Inlets, Type "G-2A"	14	only	225.00	3,150.00
Concrete Inlets, Type "CG-1"	1	only	200.00	200.00
Concrete Inlets, Type "D"	3	only	200.00	600.00
Concrete Inlets, Type "B"	1	only	200.00	200.00
Adjusting Manholes	1	only	100.00	100.00
Concrete Curbs	160	cu.yd.	50.00	8,000.00
Concrete Islands	34	cu.yd.	50.00	1,700.00
Concrete End Pieces	2	only	200.00	400.00
Extra for A.C. Concrete Approaches	25	only	50.00	1,250.00
Extra for A.C. Concrete Walks	150	sq.yd.	2.00	300.00
Extra for A.C. Concrete Curbs	380	lin.ft.	1.00	380.00
Guide Posts, "W-1"	60	only	7.00	420.00
Guide Posts, "Y-1"	80	only	7.00	560.00
Guide Posts, "Y-2"	90	only	7.50	675.00
Type 1 Guard Rail	930	lin.ft.	2.40	2,232.00
Type 2 Guard Rail	1,700	lin.ft.	2.60	4,420.00
Type 2A Guard Rail	7,600	lin.ft.	3.90	29,640.00
Median Barrier	3,600	lin.ft.	5.30	19,080.00
Guard Rail Terminal Anchors	30	only	195.00	5,850.00
Extra for Guard Rail Bridge Connections	8	only	185.00	1,480.00
Type 1 Fence	40	rod	10.00	400.00
Roadside Seeding	25	acre	50.00	1,250.00
Roadside Mulching	25	acre	175.00	4,375.00
Grass Seed Mixture	750	lb.	0.50	375.00
Inorganic Fertilizer, 22-16-8	100	cwt.	10.00	1,000.00
Sign Support Footings	All	Required		2,100.00
Breakaway Sign Posts	All	Required		6,360.00
Single Sign Supports	All	Required		1,660.00
Joint Use Pole Sign Frames	All	Required		970.00
Revise Existing Cantilever Sign Structure	All	Required		475.00
Sign Illumination Equipment	All	Required		685.00
Painted Wood Sign Posts	All	Required		700.00
Type "A" Signs in Place	1,214	sq.ft.	8.20	9,954.80
Type "C", "D" & "E" Signs in Place	249	sq.ft.	4.00	996.00
Type "E" Signs in Place	64	sq.ft.	5.00	320.00
Type "F" Signs in Place	42	sq.ft.	6.00	252.00
Thermoplastic Pavement Arrows	3	only	100.00	300.00
Traffic Signal Installation, Complete	All	Required		92,700.00
				$1,480,008.30
Flagging (60% of Contractors Cost)	All	Required		26,000.00
Subtotal				$1,506,008.30
10% Engr. & Cont.				150,600.70
Total				$1,656,600.30

Type Code [illegible]
Mt. Scott Creek Bridge Bridge No. 6076B (Lt. of Sta. 234+00)
(Sta. [illegible] 126+[illegible] to Sta. [illegible] 129+07) (Contract No. 7261)

Shoring, Cribbing, Etc.	All	Required(25%)		$ 10,500.00
Structural Excavation	710	cu.yd.	$ 5.00	3,550.00
Structural Excavation Below Elevation Shown	60	cu.yd.	10.00	600.00
Class "A" Concrete (190 c.y.)	All	Required(13%)		13,000.00
4'x40'-45' Prestressed Slabs	11	only	1,000.00	11,000.00
Reinforcement (30,300 c.y.)	All	Required(5%)		6,000.00
Three-Tube Metal Rail	82	lin.ft.	25.00	2,050.00
				$ 46,700.00

Type Code [illegible]
Harmony Rd. Interchange Bridge No. 9623 (Sta. 221+97.49)
(Length of Structure [illegible] ft.) (Contract No. 7261)

Shoring, Cribbing, Etc.	All	Required(60%)		$ 25,200.00
Structural Excavation	1,360	cu.yd.	$ 5.00	6,800.00
Structural Excavation Below Elevation Shown	120	cu.yd.	10.00	1,200.00
Special Wall Backfill	1,360	cu.yd.	7.00	9,520.00
Furnish 10 HP 42 Steel Piling	4,855	lin.ft.	4.50	21,847.50
Drive Steel Piles	127	only	75.00	9,525.00
Splice Steel Piles	31	only	40.00	1,240.00
Class "A" Concrete (835 c.y.)	All	Required(57%)		57,000.00
Class "AA" Concrete (1660 c.y.)	All	Required(100%)		255,000.00
Reinforcement (477,500 lb.)	All	Required(78%)		93,600.00
Two-Tube Metal Rail	702	lin.ft.	15.00	10,530.00
Pedestrian Rail	362	lin.ft.	18.00	6,516.00
Preparation of Slopes	1,020	sq.yd.	2.00	2,040.00
3-inch Slope Paving	1,020	sq.yd.	8.00	8,160.00
8-inch Metal Drain Pipe	90	lin.ft.	3.00	270.00
6-inch Standard Steel Pipe	170	lin.ft.	15.00	2,550.00
1½-inch Electrical Conduit	735	lin.ft.	2.00	1,470.00
				$512,468.50

Type Code [illegible]
Mt. Scott Creek Bridge Bridge No. 9831 (Sta. 233+35.00 to Sta. 234+15.00)
(Contract No. 7261)

Shoring, Cribbing, Etc.	All	Required(15%)		$ 6,300.00
Structural Excavation	230	cu.yd.	$ 5.00	1,150.00
Structural Excavation Below Elevation Shown	20	cu.yd.	10.00	200.00
Furnish 10 HP 42 Steel Piling	1,680	lin.ft.	4.50	7,560.00

Drive Steel Piles	56 only	$ 75.00	$ 4,200.00
Splice Steel Piles	14 only	40.00	560.00
Class "A" Concrete (437 c.y.)	All Required(30%)		30,000.00
75'-80' Type 3 Prestressed Beams	15 only	2,000.00	30,000.00
Reinforcement (101,000 lbs.)	All Required(17%)		20,400.00
Two-Tube Metal Rail	200 lin.ft.	15.00	3,000.00
1½-inch Electrical Conduit	115 lin.ft.	2.00	230.00
			$108,400.00
Subtotal			$662,768.10
10% Engr. & Cont.			66,275.90
Total			$729,044.00

Retained in Program Status

Striping	All Required	$ 900.00
Slide Correction	All Required	20,000.00
Subtotal		$ 20,900.00
10% Engr. & Cont.		2,090.00
Total		$ 22,990.00

Length of Roadway = 1.767 mile
Length of Structure = 0.016
Length of Project = 1.783 mile
Cost of Roadway per mile = $937,650.60

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,656,609.00	$1,040,000.00	$616,609.00
Structure(3)	729,044.00	452,000.00	277,044.00
Subtotal	$2,385,653.00	$1,492,000.00	$893,653.00
Retained in Program Status	22,990.00	13,990.00	9,000.00
Total	$2,408,643.00	$1,505,990.00	$902,653.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 11, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix No. 101-1004

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION

PROJECT No. [illegible]

Nonparticipating-State Work

Portland General Electric Co.	All Required	$ 2,980.00
Pacific Northwest Bell Telephone Co.	All Required	500.00
Northwest Natural Gas Co.	All Required	3,300.00
Clackamas Water District	All Required	3,000.00
Oak Lodge Water District	All Required	20,000.00
Traffic Signal Installation (additional Pay)	All Required	2,750.00
		$32,530.00

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DEC 28 1970

115-271(9)
7261

December 1, 1970

Slate-Hall and Hamilton Construction Co.
11635 S. W. Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

The Oregon State Highway Commission at its meeting on November 24, 1970, granted your request for a 7-day time extension, without assessment of liquidated damages, on Contract No. 7261 for work on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc F. D. Morgan
V. E. Skoog
L. W. Mulien
M. D. Payne
Federal Highway Administration

FRED H. SLATE CO.
OREG. LTD.
P. O. BOX 7128
7805 S. W. 40TH AVENUE
PORTLAND, OREGON 97219

246-4317

AREA CODE 503

SKILL, INTEGRITY RESPONSIBILITY

SLATE-HALL
GENERAL CONTRACTORS

E. C. HALL CONSTRUCTION CO.
11655 S. W. BARBUR BLVD.
PORTLAND, OREGON 97223

639-1116

AREA CODE 503

September 23, 1970

Maurice Payne, Resident Engineer
Oregon State Highway Commission
Salem, Oregon 97310

Re: Extension of Time
Contract 7261
Harmony Road Interchange

Dear Sir:

We are asking for an extension of time of seven (7) days for the following reasons.

1. Failure of utilities to be moved until the end of the 1969 working season and in two cases the beginning of the 1970 season.

   The areas involved are the structure on Lake Road, Fill area on the L. H. line and Webster Road intersection which was delayed until late summer 1970 because of a watermain that was lowered by the water district.

   As a result of this delay we couldn't incorporate this material in the main line embankment and instead wasted with trucks and a loader after the freeway was opened.

2. Failure of Price Agreement No. 7 to be processed until July 1, 1970. Correspondence began on this April 13, 1970.

Very truly yours,

SLATE-HALL & HAMILTON Construction Co.

Donald W. Hall

Donald W. Hall
Partner

DWH:mk

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 4, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

SUBJECT: Oregon Project US-271(9)
Harmony Road Interchange - Cascade Highway Section
Clackamas Highway
Request for Time Extension

We concur with the request for a 7-day time extension on the above project since the delays in the Webster Road area and the Harmony Road Interchange were caused by the utility companies and were beyond the control of the contractor.

11-12-70
Copy L Morgan

RECEIVED
NOV 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

November 2, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Slate-Hall and Hamilton Construction Company request a seven-day extension of time on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway, Project No. US-27-1(9), because of utility relocation delay and a late Price Agreement (No. 7). This project was completed September 25, 1970, with seven days liquidated damages accrued.

The Price Agreement was for added signing, but this work apparently did not cause the late completion as the late work was on other items.

The utility delay is a valid reason for extension which easily justifies the entire seven days. Major relocation of both a water line and joint telephone-power poles was not completed until from one to six months later than was indicated at the pre-construction conference. This delayed contract work in the Webster Road area and at the Harmony Road Interchange.

We request your concurrence in a seven-day time extension which would delete all liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
L. U. Bulien

JAB:fw ms

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1970

SUBJECT: Harmony Road Interchange-
Cascade Highway Section
Contract No. 7261
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Slate-Hall and Hamilton Construction Company request a 7-day extension of time because of utility relocation delay and a late Price Agreement. Some pertinent dates on this project are:

Bids opened	May 15, 1969)	(25 days)
Contract sent to contractor	June 9, 1969)	
Work started	May 22, 1969	
365 Calendar workdays allowed expired	September 18, 1970	
Contract actually completed	September 25, 1970	

(7 days liquidated damages at $300 per day = $2,100)

Although not mentioned by the contractor, we note that 5 days in excess of the time permitted by the specifications elapsed before the contract was sent to him. This was because of a problem that arose with Clackamas County when the County refused to assume the obligation of future maintenance and operation of illumination which was included in the original items. Several extra days were required to meet with the contractor and electrical subcontractor and then obtain Federal Highway Administration concurrence in an agreement to delete the illumination work from the contract. We have consistently been recognizing delay in contracting as a reason for extending time in accordance with Section 3-1 (1964). Therefore, 5 days can be justified on this reason and this would have to be non-participating.

The late Price Agreement No. 7 was added signing but this work apparently did not cause the late completion as the late work was on other items.

The utility delay is a valid reason for extension which easily justifes the remaining 2 days. Major relocation of a water line and joint telephone-power poles was not completed until from one to six months later than was indicated at the preconstruction conference. This reason would really justify the entire 7 days and we note that a recent FHWA project inspection report so acknowledges.

NOTED
A. E. JOHNSON

We recommend a 7-day time extension which would delete all liquidated damages. This was an Urban Secondary project. Rough draft letters to Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

[illegible]
NOV 18 1970
[illegible]

US-271(9)
7261

November 17, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 24, 1970 meeting

Gentlemen:

Slate-Hall and Hamilton Construction Company have requested an extension of the contract time on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway, Contract No. 7261, in Clackamas County. The contractor requests an additional seven days because of interference by utility facilities on the project and a late Price Agreement. This project was completed September 25, 1970, with seven days liquidated damages accrued at the rate of $300 per day.

The late Price Agreement covered additional signing which was performed concurrent with other work and did not cause the late completion. Extensive adjustments in water lines and utility poles were required on this project and this work was done by others. These utilities were in conflict with the contractor's operations for significantly longer than originally anticipated and the contractor cooperated in adjusting his operations to the conditions. The seven days requested are justified for this reason. I recommend a seven-day time extension which would delete all liquidated damages.

This was an Urban Secondary project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
L. W. Rulien

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7261 Contractor Slate Hall & Hamilton

Highway Clackamas

Section Harmony Rd. Intchg.-Cascade Highway Section

Kind of Work Grading, Paving, Structures & Traffic Control Devices

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXX GRANTED. The reasons for such recommendation are as follows:

Recommend 7 days extension for utility relocations.

Recommended for Approval:

Division Engineer

John A. Bond
Construction Engineer ~~or Bridge Engineer~~

A. E. Johnson
Asst
State Highway Engineer

Contract No.	7261
Project designation	I-5-5(44)285 State-Federal
Date awarded	6-6-69
Work started	5-22-69
Per cent completed	100% September 24, 1970 Date
No. of Workdays Allowed	365
No. of Workdays Used	372
No. of Added Workdays Requested	7

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 23, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from [illegible] days to [illegible] days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Letter attached.

Respectfully submitted,

[illegible] & [illegible] CONSTRUCTION CO.
Contractor

By Donald W. Hall
Partner

CONSENT OF SURETY

Date SEPTEMBER 23, 1970

We, GREAT AMERICAN INSURANCE COMPANY, SEABOARD SURETY COMPANY, AND, UNITED PACIFIC INSURANCE COMPANY
Sureties, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
BY: Ethel Wold
ETHEL WOLD Attorney-in-Fact

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
FRED C. REED Attorney-in-Fact
(SEAL)

UNITED PACIFIC INSURANCE COMPANY
Resident Agent
BY: Ethel Wold
ETHEL WOLD - Attorney-in-Fact

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NOV 5 - 1970

FOR FILING

US-271(9)

7261

Salem, Oregon 97310
November 5, 1970

Mr. I. D. Merchant
Bridge Engineer
BUILDING

Proposed Sign Revisions
Cascade Highway Interchange
Clackamas Highway

3648

Attached is a copy of a sketch showing revised signing for the westerly approach to the Cascade Highway Interchange on the Clackamas Highway.

This work includes installation of a sign bridge and revision and removal of certain signs.

Will you prepare the necessary plans and arrange for this work to be done as a part of the existing construction on the Harmony Road Interchange-Cascade Highway Interchange Section, Contract No. 7261.

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. B. Crandall

VPJ:njc srb

US 271(9)
7261

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Harmony Rd. Intrchg. Cascade Highway Sec.

WEEK ENDING: Oct 30, 1970

SECTION PREFIX: 103-1004

HIGHWAY: Clackamas

COUNTY: Clackamas

NAME OF JOB: Harmony Rd Intrchg.- Cascade Hwy

KIND OF WORK: Grading Paving ,Structures and Traffic Control Devices

CONTRACTOR: Slate Hall and Hamilton

CONTRACT NUMBER: 7261

FEDERAL AID PROJECT NUMBER: US 271(9)

DATE OF CONTRACT: June 6, 1969

DATE WORK STARTED: May 20, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 365

CALENDAR DAYS USED: 372

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: 2,492,117.65

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: 2,320,457.51

ENGINEERING AUTHORIZATION: 171,642.14

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 2,320,457.51

ENGINEERING COST TO DATE: 208,729.34

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 121.61 %

DATE PROJECT WAS COMPLETED: Sept. 24, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.85	1.85			1.85
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.85	1.85			1.85
TOTAL ESTIMATED QUANTITIES (CONTRACT)	270,500	99,900			34,000 Tons Mix
TOTAL QUANTITIES CORRECTED TO DATE	270,500	101,551			36,577 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	268,780	101,551			36,577 Tons
AVERAGE DAILY QUANTITIES This Week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9831	6076B	9623					
PERCENT	100%	100%	100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Oct. 25 SUNDAY	Cloudy	0		
Oct. 26 MONDAY	Cloudy	0		
Oct. 27 TUESDAY	Clear	0		
Oct. 28 WEDNESDAY	Clear	0		
Oct. 29 THURSDAY	Clear	0		
Oct. 30 FRIDAY	Partly Cloudy	0		
Oct. 24 SATURDAY	Rain	0		

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Swan
Glenn
Litchfield
Gallagner

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NOV 2 1970
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Oct. 25	No Work
MONDAY Oct. 26	No Work
TUESDAY Oct. 27	No Work
WEDNESDAY Oct. 28	No Work
THURSDAY Oct. 29	No Work
FRIDAY Oct. 30	No Work
SATURDAY Oct. 31	No Work

REMARKS

Semi-Final Estemant to be submitted Nov. 2, 1970

SIGNED V. F. [illegible] LOCATION Oregon City, Ore.

For Maurice D. Payne, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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OCT 1970
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STATE COPY

OREGON STATE
HIGHWAY DIVISION

US-271(9)

HIGHWAY BUILDING • SALEM, OREGON • 97310

7261

September 28, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7261
Prefix 103-1004
FAP US-271(9)

Dear Sir:

All work under Contract No. 7261, Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County was completed on September 24, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 10-6-70

TOM EDWARDS

Conditions noted on above date:

None.

PEO:

G. K. Hood for R. E. Simpson
Division Engineer

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OCT 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

VG:fw
cc R. L. Porter
F. D. Morgan

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AUG 3 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED EFFECTIVE DATE 6-4-70
Contingent upon modification of project agreement if additional funds are required
By
Dist. Engineer
~~TITLE~~

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Harmony Rd. Interch.-Cascade Hwy.
Highway: Clackamas
County: Clackamas
Contractor: Slate-Hall & Hamilton Const. Co.
Address: 11655 S.W. Barbur Blvd., Portland, Oregon 97223

~~Date~~ DATE 8-28-70 ~~August 13, 1970~~
U. S. BUREAU OF PUBLIC ROADS
Contract No. 7261
Prefix 103-1004
F. A. Project No. US-271 (9)
Order No. 3 (Supplement #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish & Place rock slope protection.

NOTED
A. E. JOHNSON

Location by station numbers: Rt. Station L 215 - L 228

Estimate of quantities and cost:

1752.1 c.y. Quarry Rock @ #1.90	3,328.99	+ 15% =	3,828.33
Materials:	177.65	+ 15% =	204.30
Equipment:	759.00	+ 15% =	872.85
Labor:	1,078.77	+ 20% =	1,294.52
Total			6,200.00
Approved on E.W.O.#3			4,000.00
Additional Required			2,200.00

Reason for over-run:
Necessary to prepare area for Structure slope paving, also additional curb depth.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The cut slope is a fine silt with water flowing out of various levels. The rock is needed to stabilize the cut slope. Contract provisions & A.G.C. agreed rates of payment will apply. This has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,492,117.65
Present estimate of project cost, including $2,200.00 for work under this order $2,500,197.76
Expected under-run / over-run amount $8,080.11
Expected under-run / over-run per cent 0.32%

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne, Resident Engineer

Approval Recommended: Division Engineer

NOTED
TOM EDWARDS

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer 9-1-70

Form E-[illegible]

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JUN 17 [illegible]
STATE HIGHWAY ENGINEER

(15 - [illegible] of 7)

1961

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 6-16-70

U. S. BUREAU OF PUBLIC ROADS

Project Name Harmony Rd. Interchange-Cascade Hwy. ~~Section~~
Date May 28, 1970
Highway Clackamas
Contract No. 7261
County Clackamas
Prefix 103-1004
Contractor Slate-Hall and Hamilton Const. Co.
F. A. Project No. US-271 (9)
Address 11655 S.W. Barbur Blvd., Portland, Oregon 97223
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish & place Rock Slope protection.

NOTED
F. B. KLABOE

Location by station numbers: Rt. Station L215 - L228

Estimate of quantities and cost:

1500 C.Y. Quarry Rock @ $2.00	=	$3,000.
Equipment	=	800.
Labor	=	200.
Total	=	$4,000.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The cut slope is a fine Silt with water flowing out at various levels. The rock is needed to stabilize the cut slope. Contract provisions & A.G.C. agreed rates of payment will apply. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,492,117.65
Present estimate of project cost, including $4,000. for work under this order $2,492,117.65
Expected under-run / over-run amount $
Expected under-run / over-run per cent

Space to right of this line for use of Salem Office

Submitted by: Maurice D. Payne, Resident Engineer
Maurice D. Payne

Approval Recommended: [illegible], Division Engineer

Approval Recommended: [illegible] for Construction Engineer ~~or Bridge-Engineer~~

Approved: [illegible] ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.
Construction

6-18-70

SP*22077-724

C

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APR 14 1970
FOR FILING

US-271(9)
7261

April 13, 1970

Oregon State Highway Commission

Gentlemen:

Within a short time, the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway will be completed. This is an expressway-type section with several signalized at-grade intersections. It is believed desirable to establish a speed zone on this section.

It is recommended that a 50-mile-per-hour speed zone be established on the Clackamas Highway, No. 171, between the Pacific Highway East (M.P. 0.23) and the Cascade Highway (M.P. 3.96). This speed zone should cover those portions which are outside the city of Milwaukie and not under the jurisdiction of the State Speed Control Board.

This matter will be on the agenda for the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

VPJ:ji sr

1	Plan (Harmony Rd Interchange)
A	Profile (" " ")
B	Grading Plan (" " ")
5A	Plan (" " ")
5C, 5D, 5E, 5F	Profiles
G	Grading Plan
	Plan & Profile
7	Plan
A	Profile
	Plan
A	Profile
9	Plan & Profile
10	Plan
A, 10B	Profiles
C	Grading Plan (Webster Rd & Johnson Rd.)
	Plan & Profile

Nos

03-Indentification Signs

93A-[illegible]mp Pvt. Widening

70-B[illegible]dge End Panels

50 } Manholes
950A }

05 } Concrete Inlets
05A }

77-Curbs Islands & Driveways

94 } Guard Rail
94A }

19-Median Barrier & Barricades

06-Guide Posts

85-Fence

191 }
12 } Culvert Details
21 }

051-Misc. Str.

22-Slope Rounding

201-24209 Incl-Br. No. 9623

39-2[illegible] Incl-Br. No. 9831

572, 2[illegible]3-Br. No. 6076 B

343, 22960, 22970 }
610, 23773, 23603 } Br. Standards
772, 19849, 23653 }
670 }

579-5582 Incl. }
-95, Incl., S-7, S-7A }
8, S-15, S-16, 22478 } Signing
3743, 23216, 21356 }
24246 }

252-2257 Incl. }
472, 1473, 1478, 1482 } Illumination & Traffic Signals
[illegible] 1468, 1470, 24246 }

PLANS FOR PROPOSED PR

GRADING, PAVING, STRUCTURE & T

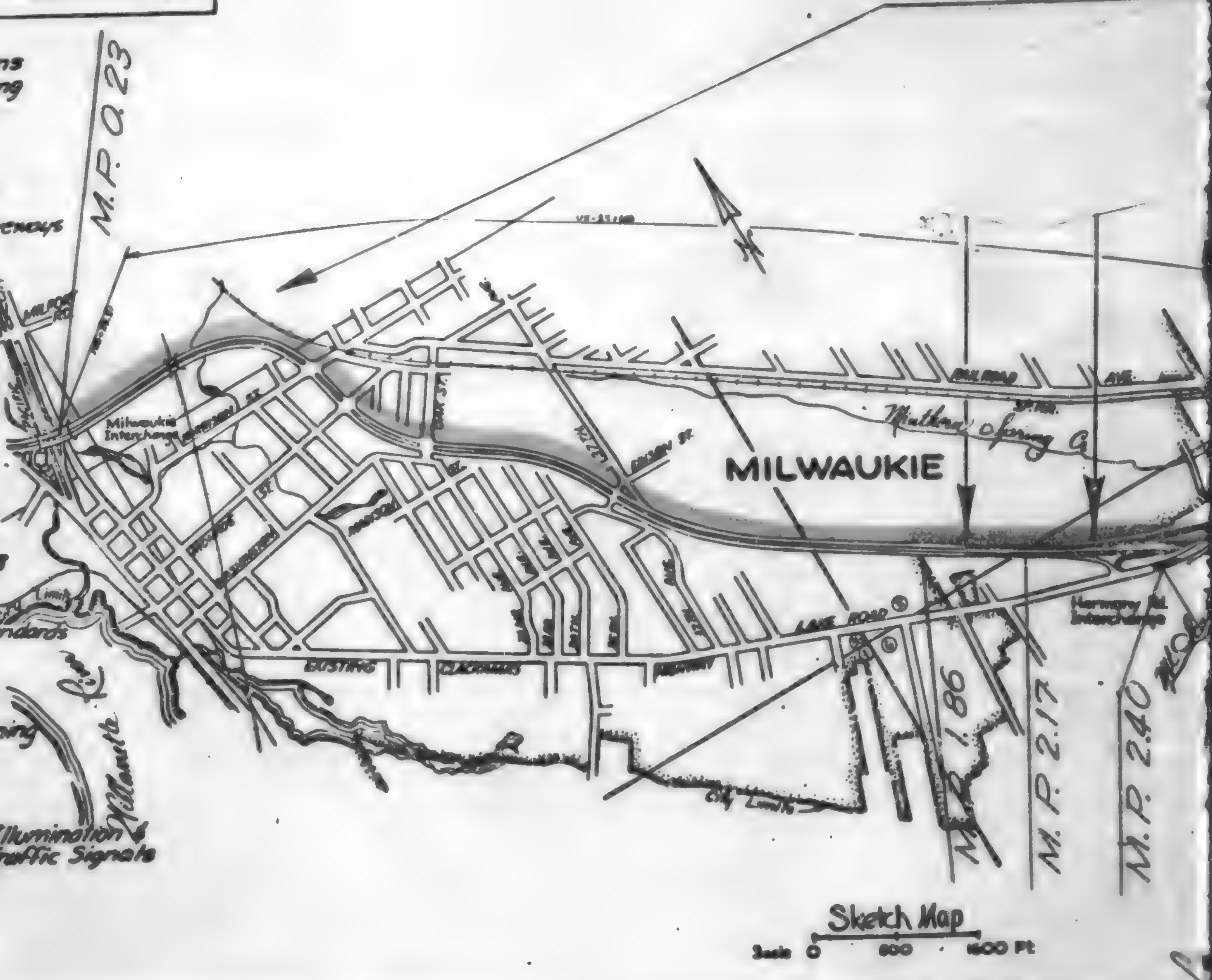
HARMONY RD. INTCHGE.-CASC

CLACKAMAS HIGH

CLACKAMAS COUN

MAY, 1969

RECOMMENDED


M.P. 0.23
Milwaukie Interchange
MILWAUKIE
RAILROAD AVE.
LAKE ROAD
EXISTING CLACKAMAS HIGHWAY
City Limits
Willamette River
Harmony Rd. Interchange
M.P. 1.86
M.P. 2.17
M.P. 2.40

Sketch Map

Scale 0 800 1600 Ft.

PLANS FOR PROPOSED PROJECT

VING, STRUCTURE & TRAFFIC CONTROL DEVICES

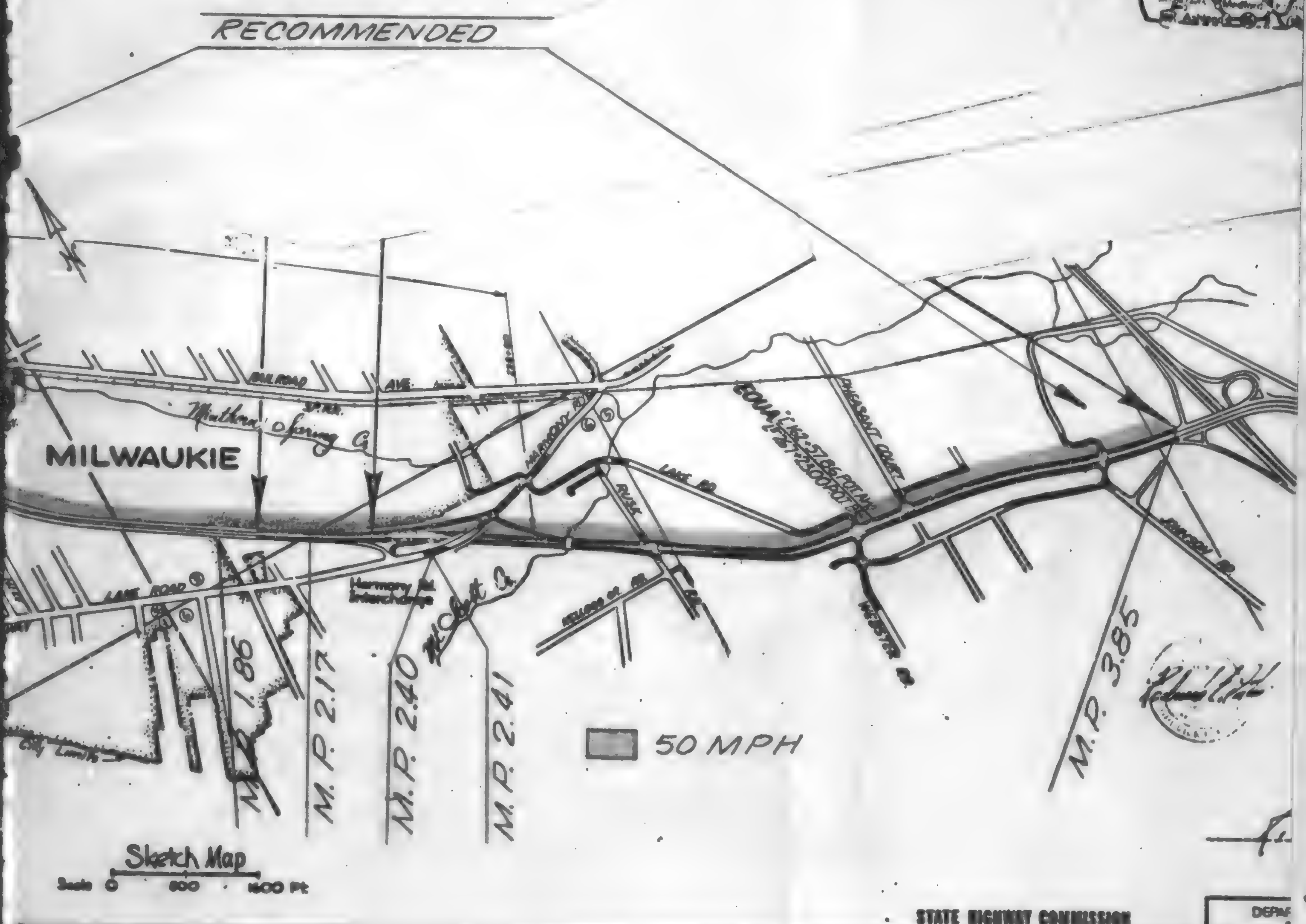
D. INTCHGE.-CASCADE HWY. SECTION

CLACKAMAS HIGHWAY

CLACKAMAS COUNTY

MAY, 1969

Astoria
Portland
Eugene
Roseburg
Grants Pass
Medford



RECOMMENDED
MILWAUKIE
RAILROAD AVE
LAKE ROAD
LAKE RD
Harmony Rd. Interchange
HARMONY RD
RUSK
PLEASANT COURT
WEBSTER RD
JOHNSON RD
City Limits
M.P. 1.86
M.P. 2.17
M.P. 2.40
M.P. 2.41
M.P. 3.85
▨ 50 MPH
Sketch Map
Scale 0 800 1600 Ft

STATE HIGHWAY COMMISSION

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MAR 9 - 1970

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 6, 1970

US-271(9)
7261

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. A. T. Johnson

Re: Reimbursement for Power
Line Relocation
Harmony Road Interchange-
Cascade Highway Section
Clackamas Highway
Clackamas County
Project No. US 271 (9)
Contract No. 7261

Gentlemen:

This is in reply to your letter dated February 20, 1970 wherein you protest our denial of reimbursement for your work performed in connection with the above captioned project as set forth in my letter to your Mr. Verdieck dated January 20, 1970.

After the meeting in my office on February 18, 1970, we examined the circumstances surrounding this particular project. We found that although you did not comply with the provisions of PPM 30-4 as we requested in our letter of March 28, 1969, the physical adjustment of your facilities was coordinated satisfactorily with our contractor's work and was completed in as expedient a manner as possible.

Therefore we are considering your Mr. Verdieck's letter of December 1, 1969 to be a bill for the actual cost of the work performed and are processing it through our normal channels for payment.

FILED
B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss
cc: F. B. Klaboe (w/attachment)
L. W. Rulien (w/attachment) (2)
V. E. Skoog "
M. D. Payne "
V. L. Gallagher (2) (w/attachment)
R. H. Rumbolz "

*Note to L. W. Rulien: Please review and, if correct, approve the attached bill and prepare and submit a State Force Order for this work.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 24, 1970

To:
Mr. T. W. Litchfield
Utilities Liaison Engineer
Salem

SUBJECT:
Reimbursable P.G.E. Relocations
Harmony Rd. Intchg.-Cascade Hwy. Sec.
Clackamas Highway
Clackamas County

With reference to your letter of January 20, 1970, to P.G.E. Company, concerning reimbursement for relocation work on the subject section:

I believe that the company made a good effort to cooperate with State's contractor in clearing their facilities. This job was tougher than most, in that the company had relocation work to do throughout the job, and it was all necessary at about the same time. The work in and around the substation was difficult, as these usually are by their very nature, and aggravated by the general shape of the interchange.

Another special problem was the relocation of the 115 KV line and the 13 KV line along Lake Road at Mt. Scott Creek bridge. This bridge and its approaches were added to the plans at a very late date, which gave the company little or no lead time for engineering and scheduling. In addition, right of way limits were tight and easements for guy lines had to be obtained on private property.

Considering the difficulty of P.G.E.'s moves on this particular project, and noting Maury Payne's letter to you of February 20, 1970, I feel that we should reconsider P.G.E.'s request for reimbursement.

Dick Rumbolz
Dick Rumbolz
Field Utilities Liaison Engineer

DR:fb
cc L. W. Rulien
M. D. Payne

Routing

RECEIVED
26 1970

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
Febraury 20, 1970

SUBJECT: P.G.E. Co.
Harmony Rd. Int.-Cascade Hwy. Sec.
Hwy.-Clackamas
Clackamas Co.

To: Mr. T. W. Litchfield
Utilities Liaison Engr.
State Hwy. Bldg.
Salem, Oregon

Regarding your letter of January 20, 1970, to P.G.E. Co. I would like to offer the following for your consideration.

At the time pole lines were being adjusted for this project, P.G.E. representative, Bill Godfrey, told me their office workload was such that they did not have the time to submit plans and estimates prior to adjusting lines.

They went ahead with the adjustments, without approval, in order to clear the way for our contractor.

Maurice D. Payne
Res. Engr.

cc: L.Rulien
R.Rumbloz
File

MDP/jem

Routing

Morgan
Decker
Bond
Weiner
[illegible]
[illegible]

RECEIVED
FEB 24 1970
CONSTRUCTION
DIVISION

Paasa
Swan
Glenn
Litchfield
[illegible]
[illegible]

[illegible]

PORTLAND GENERAL ELECTRIC COMPANY

Electric Building
621 S.W. Alder Street
Portland, Oregon 97205

Routing
Morgan
Docker
Bond
Walker
Boehm
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
FEB 24 1970
CONSTRUCTION
DIVISION

February 20, 1970

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Subject: Power Line Relocation Harmony Road Interchange-
Cascade Highway Section, Clackamas Highway,
Clackamas County

Please refer to your letter of January 20, 1970 denying reimbursement for our work on the above project as requested in our letter of December 1, 1969.

As discussed in the meeting held in your office Wednesday, February 18th, it is our feeling that we substantially accomplished what the Highway Department requested of us in their letter of March 28, 1969, addressed to our Mr. Cliff Robertson. The portions of our plant which were in conflict with your construction project were moved in such a way and at such a time as to satisfy your field people. There has been no complaint either of our having held up the contractor on this job or of our methods of accumulating costs for that portion of the work which was reimbursible. In short, we are being denied reimbursement on a purely paper work technicality.

We agree that we did not comply 100 percent with your requests. However, there are very few things in this day and age which are accomplished in a perfect manner. Divorced of technicalities, we managed, between your field people and our forces, to accomplish the practical end sought by your Department and feel that your office should review the decision stated in your letter of January 20, 1970, and approve the billing submitted by our office on December 1, 1969.

It is hoped that we can continue to maintain the fine spirit of cooperation which has existed between Highway Department personnel and our office in the past, and which has enabled us to get out of your way on highway projects in this area.

Very truly yours,

A. T. Johnson
Assistant Superintendent
of Distribution

ATJ:nef

RECEIVED
MAR 4 - 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

US-271(9)
7261

March 3, 1970

Clackamas Water District
P. O. Box 67
Clackamas, Oregon 97015

Re: Water Vault Relocation
Harmony Road Interchange-Cascade
Highway Section
Clackamas Highway
Clackamas County

NOTED
F.B. KLABO

ATTENTION: John H. Dodd

Gentlemen:

Your estimatefor the adjustment of your facilities on this project, as submitted with your letter of February 5, 1970 have been approved by the State. The salvage credit for the water meter is not required as the State is not being charged for a new meter. Your estimate has been corrected to reflect this change and a copy is attached for your information. You are hereby authorized to proceed with the work as of March 3, 1970.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to March 3, 1970 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klabee
V. L. Gallagher (2) (w/attach.)
V. E. Skoog
L. W. Rulien (w/attach.) (2)
M. D. Payne "
G. Hopkins "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 26 1970

FOR FILING

US-271(9)

7261

February 25, 1970

8158
8158A

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Your File: 08-35-DA
Oregon Project US-271(9)
Clackamas Highway

Dear Sir:

Your letter of January 20 indicated some suggested revisions involving the signing on the Harmony Road Interchange-Cascade Highway Section. We have reviewed your suggestions.

Generally speaking, we are in agreement with most of the suggested revisions. The use of the destination signs that utilize the fractional mileages is good if the facility is expected to carry traffic volumes of a magnitude to make this type of signing of benefit. We will consider the use of this type of signing on future projects.

However, in the instance under question, we do not feel that the added expense that would result from the use of this type of sign can be justified. We also prefer to delay usage of the double-headed arrow on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.) - Will you please contact the contractor to determine if the changes as circled in green on the attached plans can be accomplished.
J. J. Gix

LEG:mk ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 22 1970
TRAFFIC ENGINEERING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 20, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Halack

Edwards

SUBJECT: Oregon Project US-271(9)

As part of the periodic review of signing plans in all States by our Washington office the signing on this project has been reviewed and the following comments are offered for your consideration. We recommend the suggestions be considered in the development of future signing plans and for applicability on this current project to the extent you consider feasible:

1. This office recommends adoption of sequential signing and separation of destination signs from guide signs for the at grade intersections (see sketch). The destination signs (sketch signs 2, 5, & 16) are placed about 500 feet from the appropriate intersections and the word "TO" is added to the Webster Road destination to indicate that it is in fact a destination.

   The word "EAST" should be placed over the Rt. 224 shield on eastbound guide signs for the Cascade Highway interchange since the off ramp is a continuation of Rt. 224 east.

2. The following recommendations pertain to Sheet S-579:

   a. Eastbound traffic on Lake Road approaching the interchange should be so advised with a JCT 224 sign. Sign No. 7 with a left arrow should be repeated on eastbound Lake Road at the eastbound on ramp.

   b. An additional "NO LEFT TURN" sign should be placed facing westbound Lake Road across Lake from the proposed sign.

   c. The "STOP AHEAD" sign on the westbound off ramp should be moved to the location of the "EXIT SPEED" sign and the latter eliminated or moved in advance of its present location.

1-22-70
w/copy

3. General Comments:

   a. Confirmatory Route 224 sign should be placed on either side of the two interchanges.

(more)

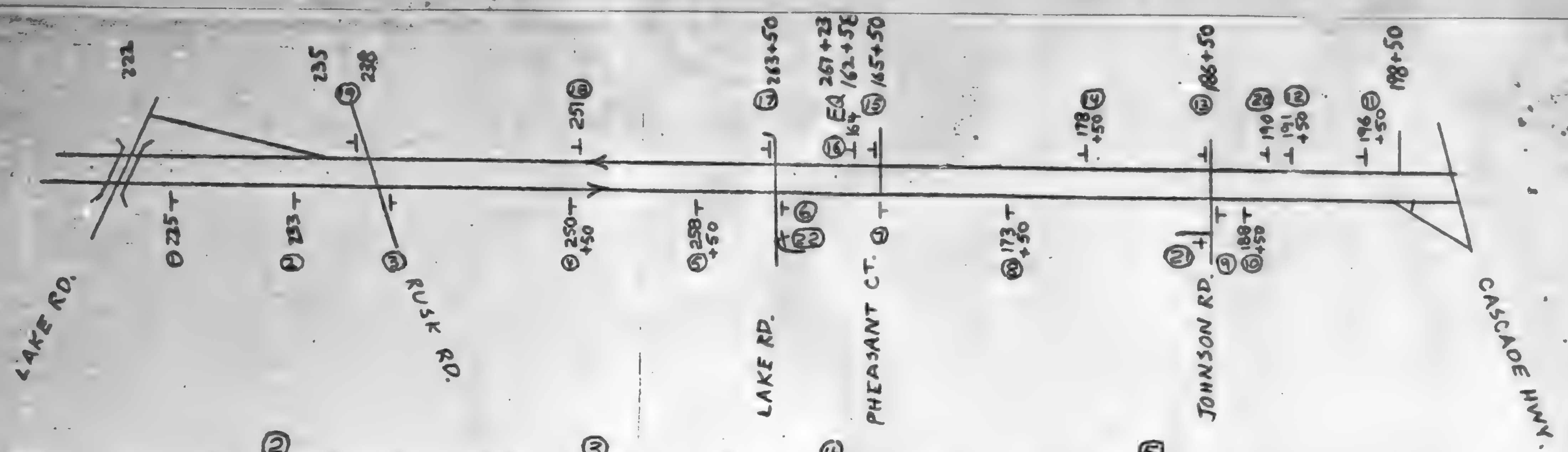
BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

b. Guide signs on route number shields have not been used to inform motorists approaching the Clackamas Highway on the four intersecting streets. If these streets warrant such extensive signing to direct persons from the expressway to them, then perhaps some signing for the reverse move is in order.

c. Any discussion on the above recommendations will be welcomed.

Enclosure

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER


222
235
238
⑰
LAKE RD.
① 225
② 233
③
RUSK RD.
⑱ 251
④ 250 +50
⑤ 258 +50
⑰ 263+50
⑥
㉒
LAKE RD.
EQ 267+23 162+58
⑯ 164
⑮ 165+50
⑦
PHEASANT CT.
⑧ 173 +50
⑭ 178 +50
⑬ 186+50
㉑
⑨
⑩ 188 +50
JOHNSON RD.
⑳ 190
⑫ 191 +50
⑪ 196 +50
198+50
CASCADE HWY.

①
RUSK RD 1/4
LAKE RD 1/2
PHEASANT CT. 1/2

②
N. CLACKAMAS
PARK
NEXT RIGHT

③
RUSK RD
⇔

④
LAKE RD 1/4
PHEASANT CT. 1/4
JOHNSON ~~RD~~ 3/4

⑤
TO WEBSTER RD
NEXT RIGHT
PHEASANT CT
SECOND LEFT

⑥
LAKE RD.
⇔

⑦
PHEASANT CT
⇐

⑧
JOHNSON RD. 1/4
EAST
(213) (224) 1/2

⑨
JOHNSON RD
⇒

⑩
EAST
(213) (224)
OREGON CITY
PORTLAND
EXITS 1/4 MILE

⑪
JOHNSON RD. 1/4
PHEASANT CT 1/2
LAKE RD 1/2

⑫
INSON RD
NEXT LEFT

⑬ SAME AS ⑨
ARROW LEFT

⑭
PHEASANT CT 1/4
LAKE RD. 1/4
RUSK RD 1/2

⑮ SAME AS ⑦
ARROW RIGHT

⑯
TO WEBSTER RD
NEXT LEFT

⑰ SAME AS ⑥

⑲ SAME AS ③

⑳ SIGNAL AHEAD

⑱
RUSK RD. 1/4
LAKE RD.–
HARMONY RD 1/2

㉑ SAME AS (39)
ON PLANS

㉒ SAME AS (38)
ON PLANS

CLACKAMAS HWY

RECEIVED
JAN 21 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 20, 1970

615-29167

7261

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. J. C. Verdieck

NOTED
R. L. PORTER

Re: Power Line Relocation
Harmony Road Interchange-Cascade
Highway Section
Clackamas Highway
Clackamas County

Gentlemen:

Reference is made to your letter of December 1, 1969, which transmitted an estimate and sketch for the relocation of a portion of your facilities in conflict with the subject project.

Our Staff Attorney's letter of March 28, 1969, set forth the conflicts between your facilities and the proposed construction of the subject project. It also set forth, in Paragraph 2, that reimbursement could be made for adjusting only those conflicts located upon private property, pursuant to BPR PPM 30-4 and the provisions contained in Exhibit "A" attached to the letter. The letter further requested that you submit a cost estimate and sketch for the reimbursable work only.

Mr. R. H. Rumbolz's letter of July 24, 1969, brought to your attention that, if it was your intention to seek reimbursement for the eligible portion ofyour relocation work, an estimate and sketch would have to be submitted and approved by the State before the actual relocation work could begin. He further advised that reimbursement could not be made if this procedure was not followed.

Inasmuch as you have failed to comply with State policy and PPM 30-4, we have no alternative but to deny your request for reimbursement included in your letter dated December 1, 1969.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
L. W. Rulien
V. E. Skoog
M. D. Payne
V. L. Gallagher
R. H. Rumbolz

about $3000.- involved

cc Porter (Info)

RECEIVED
JAN 21 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

STATE OF OREGON 1859

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 20, 1970

(115-2-7119)
7261

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. J. C. Verdieck

Re: Power Line Relocation
Harmony Road Interchange-Cascade Highway Section
Clackamas Highway
Clackamas County

NOTED
R. L. PORTER

Gentlemen:

Reference is made to your letter of December 1, 1969, which transmitted an estimate and sketch for the relocation of a portion of your facilities in conflict with the subject project.

Our Staff Attorney's letter of March 28, 1969, set forth the conflicts between your facilities and the proposed construction of the subject project. It also set forth, in Paragraph 2, that reimbursement could be made for adjusting only those conflicts located upon private property, pursuant to BPR PPM 30-4 and the provisions contained in Exhibit "A" attached to the letter. The letter further requested that you submit a cost estimate and sketch for the reimbursable work only.

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Inasmuch as you have failed to comply with State policy and PPM 30-4, we have no alternative but to deny your request for reimbursement included in your letter dated December 1, 1969.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
L. W. Rulien
V. E. Skoog
M. D. Payne
V. L. Gallagher
R. H. Rumbolz

about $3000.- involved

cc Porter (info)

RECEIVED
NOV 17 1969

FOR FILE
US-271(9)
7151

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 13, 1969

SUBJECT: Revision to the Guardrail Details at the Bridge Rail and Posts on Bridges Under Contract

To:
A. E. Johnson
L. W. Rulien
R. D. Asburry
C. T. Keasey
J. F. Putnam
H. S. Coulter

[illegible] drawings
[illegible]

We are attaching reduced size prints each of Drawings Nos. 24846, 23603, 23653, 23610 and 23670 which are the standard handrail drawings for the 2 and 3 tube oval and rectangular handrails along with the new guardrail anchor details at the end posts.

It is the opinion of the Bureau of Public Roads that the revised connection of the guardrail to the end posts is superior to that shown on the previous drawings. They have requested that the new method be used on all structures which use the four types of handrails listed if the structure is not to the stage of construction which would require excessive remodeling. The contracts which have structures with the above type rails which are not as yet completed are as follows:

Division I	Contract 7275	-	East Portland Freeway-Wilsonville Interchange Section
	Contract 7261	-	Harmony Rd. Intchg.-Cascade Hwy. Sec.
	Contract 7151	-	Tualatin R.-Pacific Hwy. Sec.
	Contract 7150	-	West Linn-Tualatin River Sec.
Division II	Contract 7316	-	Silver Creek (Silverton) Br. Sec.

The Bureau of Public Roads has especially requested that the structures in Contracts 7150 and 7151 be changed. The rest of the contracts listed above have not reached the handrail stage and can be changed with the possible exception of Contract 7261 which is nearing completion and may be at the point where the change would be uneconomical.

NOTED
TOM EDWARDS

The above being a change in plans negotiations for a price agreement should be made and presented through the normal channels as soon as practical.

If more sets of prints are required, please advise.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards (w/1 set)
A. A. Rear (w/1 set)
Herb Schell (w/1 set)

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1969
FOR FILING

10-16-69

OSHD
CTChristianson,Area Engr
Division
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

slh

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. US - 271(9)	REPORT NO. 4	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 7261 10-16-69	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. US 271(9)

IN COMPANY WITH
R. Pillsbury,Asst Br Engr; E Rodriguez,Br Ros; M. Payne,Res Engr

QUALITY OF WORK *	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	30.7 %	31.3 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

HARMONY ROAD - CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

1. SCOPE OF INSPECTION:

This inspection consisted of a field review of the contractor's structural operation, the State's inspection procedures, and an office review of the project files concerning structures.

2. SUMMARY OF FINDINGS:

a) The work in progressconsisted of driving timber piling for the false work on structure #9623 and the forming for the rail on structure #9831.

b) The State personnel inspecting the structures were well qualified.

c) The material being accepted substantially met specification requirements with both quality and quantity.

d) The project files reviewed were wall documented and in order.

3. RECOMMENDATIONS AND COMMENTS:

A Labor Compliance review was held August 25, 1969 at the contractor's office. The meeting was attended by M. Payne and other State personnel. All of the required EEO posters were posted in the contractor's field office.

The quality and quantity of the work in progress appears to be progressing satisfactorily.

F B KLABOE

orig to Morgan
10-24-69

NOTED
R. L. PORTER

RECEIVED
OCT 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
OCT 8 - 1969
FOR FILING
US-271 (9)
7261

COPY

JACK H. CAIRNS
ATTORNEY AT LAW
1501 ~~XXXX~~ STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
228-2007

October 4, 1969

Cascade Construction Co.
Foot of S.W. Abernethy St.
Portland, Oregon 97201

Re: James Ellis vs. Cascade Construction Co. et al; date of occurrence 8-26-69

Gentlemen:

You have previously been contacted by Mr. Jim Ellis concerning damage occuring to his 23'Owens Cruiser, arising out of a lime product used by the Cascade Construction Co. on the adjoining road.

Mr. Ellis lives at 13312 Rusk Road, Clackamas County, Milwaukie, Oregon, and on the 26th day of August, 1969, a certain lime preparation being handled by Cascade Construction Co. as a subcontractor for the Slate-Hall Co., negligently caused the lime preparation to ~~[illegible]~~ spread on to the land of Mr. Ellis, causing damage to his boat.

Mr. Ellis tells me the damage repair cost would run $500.

Unless the above-mentioned sum is paid on or before ten days from the date hereof, the undersigned intends to institute an action to recover this amount, based upon trespass and negligence. The corrosive product will require a complete refinishing of the hull of the 23-foot boat which was newly refinished at the time of the occurrence.

In the event the above-mentioned sum is not paid within said ten-day period, the liability will be increased by costs and attorney's fees as provided by statute.

Very truly yours,

J H Cairns
JACK H. CAIRNS

jhc/mm

cc: Slate-Hall Co.
7805 SW 40th St.
Portland, Oregon

✓ State Highway Commission
State Office Bldg.
Salem, Oregon

Mr. Jim Ellis
13312 Rusk Road
Milwaukie, Oregon

NOTED
FLOYD QUERY

RECEIVED
OCT 13 - 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 12 1969
FOR FILING

US-271(9)

7261

September 12, 1969

The Honorable Robert Packwood
United States Senator
6327 New Senate Office Building
Washington, D. C. 20510

Dear Bob:

This is in reply to your note of September 3 concerning a letter that you had received from Mrs. Jacob Veets of Lake Grove.

I believe this matter can best be answered by sending you a copy of a letter on the same subject that we wrote to Congressman Wendell Wyatt, which I am attaching.

If you need anything additional, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:mc
Att.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
L. W. Rulien

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 5, 1969

The Honorable Wendell Wyatt
Member of Congress
House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your August 26 inquiry concerning the right-of-way acquisition from Mrs. Jacob Vaetz of Milwaukie.

The property was required for the modernization of the Cascade Highway between Milwaukie and Clackamas rather than for I-205. I find that attempts to negotiate a settlement were not successful, and it was necessary to file a condemnation action in November 1965. The case was tried and judgment entered in August 1967, with Mr. and Mrs. Vaetz being represented by Attorney Stanley Mitchell of Oregon City.

The State's value as alleged in the complaint was $21,050, whereas Mr. and Mrs. Vaetz sought $48,000, and two appraisers testified to higher figures. The verdict was $26,000, which obviously was a disappointment to the property owners. However, no appeal was filed.

Mrs. Vaetz harvested the berry crop in 1968 but was advised that in 1969, with the construction contract awarded in May, it would not be possible to harvest it again.

As far as I can determine, the property owners were represented by competent counsel and received compensation as determined by jury. As I said before, I believe they were somewhat disappointed in the verdict, but I can offer or know of no other remedy that is available.

If anything further is needed, please let me know.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

JENNINGS RANDOLPH, W. VA., CHAIRMAN
STEPHEN M. YOUNG, OHIO
EDMUND S. MUSKIE, MAINE
B. EVERETT JORDAN, N.C.
BIRCH BAYH, IND.
JOSEPH M. MONTOYA, N. MEX.
WILLIAM B. SPONG, JR., VA.
THOMAS F. EAGLETON, MO.
MIKE GRAVEL, ALASKA
JOHN SHERMAN COOPER,
J. CALEB BOGGS, DEL.
HOWARD H. BAKER, JR., TENN.
ROBERT DOLE, KANS.
EDWARD J. GURNEY, FLA.
ROBERT W. PACKWOOD, OREG.
RICHARD B. ROYCE, CHIEF CLERK AND STAFF DIRECTOR
M. BARRY MEYER, COUNSEL

United States Senate
COMMITTEE ON PUBLIC WORKS
WASHINGTON, D.C. 20510

September 5, 1969

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Forrest:

Mrs. Jacob Vaetz of 7915 S.E. Lake Road, Lake Grove, Oregon, has contacted my office. She is greatly concerned as, apparently, her property is in line with the proposed Milwaukie Expressway (or something of that nature).

Her biggest complaint is that directly across the road she had some land where she raised berries and just as the berries were ready to be harvested, the State people moved their machinery in on it even though she asked them to wait until the harvest was finished. They completely destroyed the crop and the machinery has just been sitting there ever since. She further states that she and her husband (who, apparently, is somewhat disabled) must now expect to cross this expressway to get to this berry field.

I don't know exactly where all the problems lie, but I wonder if you would have some way to check this out for me on the State level.

Once again, Forrest, all we can say is a great big thanks.

Cordially,

Bob

BOB PACKWOOD

NOTED
FORREST COOPER

RECEIVED
SEP 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BP/hcb

RECEIVED 1969

US - 27

9-8-69

OSHD (Klaboe)
OSHD (Tom Edwards)
Region
Wash DC
CTChristiansen, Area Engr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTRACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION ja

REGION NO. 7261 8	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 9-8-69	INSPECTION MADE BY P.E. O'Neil, Asst Area Engr		PROJECT NO. US 271(9)

IN COMPANY WITH
M. Payne, Resident Engineer, OSHD

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 21 %	WORK COMPLETED 20 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

HARMONY ROAD - CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

1. SCOPE OF INSPECTION:

This inspection consisted of a field review of the contractor's lime stabilization operation and the State inspection procedures as well as an office review of the project files.

2. SUMMARY OF FINDINGS:

a. The project is well staffed with qualified personnel.

b. The material being accepted substantially met specification requirements.

c. The contractor's personnel working around the lime operation were wearing the proper clothing and safety apparel.

d. The contractor's operation followed recommended construction procedures and appeared to give satisfactory results with one exception. The metering of water at the time of mixing was not consistent across the area of mixing. More water was emitted on the left than the right.

e. The project files reviewed were well documented and in order.

3. RECOMMENDATIONS AND COMMENTS:

The nonconsistency of water metering was corrected at the time of the inspection. The project engineer had the contractor plug off some of the spigots on the side where the excess water was being discharged.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

9-25-69

A moisture test was run at the time of the inspection with the results of 27% moisture which is optimum. The water was increased to obtain 5% more which is the desired.

Depth checks were run at the time the density tests were taken. All depths met the 6" depth of lime requirement. Phenolphthalein solution was used to determine the depth of lime.

Attached to the Division office copy of this report are the backup notes from this inspection.

RECEIVED
SEP 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

US-271(9)
7261

August 25, 1969

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street-Room 437
Portland, Oregon 97204

Re: Buried Cable Permit
Harmony Road Interchange-Cascade Highway Section
Clackamas Highway
Clackamas County

ATTENTION: Right of Way Supervisor

Gentlemen:

Reference is made to your letter of July 28, 1969 which transmitted an application for a buried cable permit on the above subject project.

It is the State's policy to waive the $10 permit fee where the relocation of the utility is caused by highway construction. We therefore return your check in the amount of $10.

The application for permit will be forwarded to the Permit Division for further handling.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
for Utilities Liaison Engineer

JMC:ss

Enclosure

cc: F. B. ~~Klaboe~~
J. F. Hagemann
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
AUG 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

US-271(9)
7261

August 21, 1969

Clackamas Water District
Box 67
Clackamas, Oregon 97015

ATTENTION: Mr. C. A. Britton

Re: Water Line Relocation at Pheasant Court
Harmony Road-Cascade Highway Section
Clackamas Highway
Clackamas County
CH_2M File: Rec. No. P 5393.0

Gentlemen:

Your estimate and sketch map for the adjustment of the subject facility on this project as submitted with your letter of August 5, 1969, has been approved by the State. This will confirm our verbal authorization to proceed with the work effective August 4, 1969.

Reimbursement for the work performed on and subsequent to August 4, 1969 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Your cooperation and diligent efforts to accomplish the relocation of conflicting facilities in such a manner as to cause a minimum delay to our contractor on this project is greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Phil Preston

For T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher
V. E. Skoog
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
AUG 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

US-271(9)
7261

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 17, 1969

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. John VanBladeren

Re: Gas Main Relocation
Harmony Road Interchange-Cascade Highway Section
Clackamas Highway
Clackamas County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 9, 1969, have been approved by the State. You are hereby authorized to proceed with the work as of July 16, 1969.

Please contact Mr. Maurice D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

F. B. KLABOE

Reimbursement for the work performed on and subsequent to July 16, 1969, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
L. H. Young (2) (w/attach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
M. Payne "
B. P. Huntley "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1969

FOR FILING

US-271(9)
7261

July 2, 1969

Mr. Owen D. Sabin, Superintendent
Union High School District No. 5
2202 S. E. Willard Street
Milwaukie, Oregon 97222

2945

Dear Mr. Sabin:

Re: Webster Road Connection, Harmony Road Interchange-Cascade Highway, Clackamas Highway, Clackamas County

This is in reply to your letter of June 23 in regard to the Webster Road connection to the new Clackamas Highway.

There will be a traffic signal installed at this intersection under the present contract. I am advised that there will also be signals at Rusk Road to the west and at Pheasant Court and Johnson Road to the east. This should condition the traffic so that the signals will be effective.

For the most part, Webster Road will be removed by the proposed construction or separated from the new roadway by a difference in grade. The unused portions of old pavement are to be obliterated to avoid luring traffic along their previously traveled route.

Enclosed is a portion of a plan sheet which shows the area in question.

If I can be of any further assistance, please advise and I will do my best.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

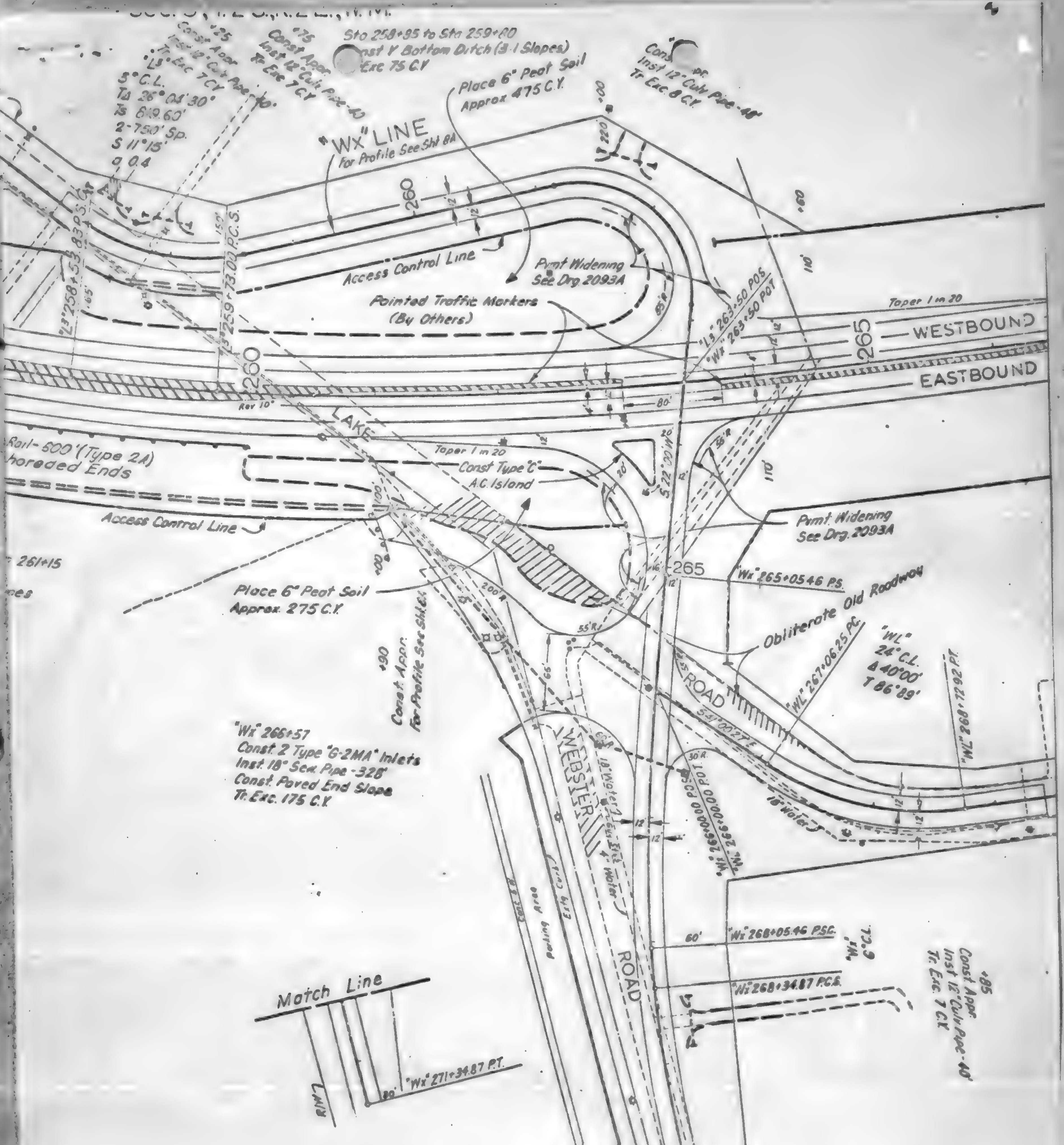
F. B. Klaboe
Assistant State Highway Engineer

Copy
Condensed
7-3-69

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe-X2945
D. J. Barbee
L. W. Rulien - Encs.

Attachment

ADO:jp srb


Sta 258+85 to Sta 259+80
Const V Bottom Ditch (3:1 Slopes)
Exc 75 C.Y.
+25
Const Appr.
Inst 12" Culv Pipe-40'
Tr Exc 7 C.Y.
+75
Const Appr.
Inst 12" Culv Pipe-40'
Tr Exc 7 C.Y.
"L3"
5° C.L.
TΔ 26° 04' 30"
Ts 619.60'
2-750' Sp.
S 11°15'
a 0.4
Place 6" Peat Soil
Approx 475 C.Y.
Const Appr.
Inst 12" Culv Pipe-48'
Tr Exc 8 C.Y.
"WX" LINE
For Profile See Sht 8A
260
Access Control Line
Pvmt Widening
See Drg 2093A
Pointed Traffic Markers
(By Others)
"L3" 258+53.83 P.S.
"L3" 259+73.00 P.C.S.
260
Rev 10°
"L3" 263+50 POS
"Wx" 263+50 POT
Taper 1 in 20
265
WESTBOUND
EASTBOUND
80'
110'
+60
LAKE
Rail-500' (Type 2A)
Anchored Ends
Taper 1 in 20
Const Type "C"
A.C. Island
Access Control Line
261+15
Place 6" Peat Soil
Approx. 275 C.Y.
S 22°00' W
Pvmt Widening
See Drg. 2093A
265
"Wx" 265+05.46 P.S.
Obliterate Old Roadway
"WL"
24° C.L.
Δ 40°00'
T 86.89'
"WL" 267+06.25 P.C.
"WL" 268+72.92 P.T.
ROAD
S 41°00' 27" E
+90
Const. Appr.
For Profile See Sht 8
"Wx" 266+57
Const. 2 Type "G-2MA" Inlets
Inst. 18" Sew. Pipe -328'
Const. Paved End Slope
Tr. Exc. 175 C.Y.
WEBSTER
18" Water
4" Water
18" Water
"Wx" 266+00.00 P.C.
"WL" 266+00.00 P.O.T.
12'
12'
Parking Area
Extg Curb
"Wx" 268+05.46 P.S.C.
60'
"Wx" 6° C.L.
"Wx" 268+34.87 P.C.S.
+85
Const Appr.
Inst 12" Culv Pipe-40'
Tr. Exc. 7 C.Y.
ROAD
Match Line
"Wx" 271+34.87 P.T.
80'
270
+50 Meet Extg Hwy.
Match Line

Union High School Dist. No. 5

2202 S. E. WILLARD STREET
MILWAUKIE, OREGON 97222
TELEPHONE 654-6053

BOARD OF EDUCATION
JESS J. LAMB, CHAIRMAN
HANS W. JUHR
ROBERT L. STRASSER
HAROLD N. TAYLOR
MARVIN F. LAW

OWEN O. SABIN
SUPERINTENDENT

CLYDE M. MARTIN
CURRICULUM DIRECTOR

CAROLYN W. PERRY
DISTRICT CLERK

REFERRED TO
admin

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

-9016

RECEIVED
JUN 26 1969
DESIGN DIVISION

A. C son
Sample
Terpin
Swenson

June 23, 1969

State Highway Department
Salem, Oregon 97310

I may not be completely up to date on what is actually transpiring at the intersection of Webster Road and Lake Road and the new freightway from Milwaukie to 82nd Avenue. There are two problems of concern to me:

1) Will there be a traffic light at the crossover of the freightway? If not, I have grave concerns about what happens to slow-moving school busses taking off from a standing start to cross the freightway, with heavy logging trucks, et al, approaching the climb at the Harmony point cloverleaf.

2) What disposal will be made of that part of Webster Road that appears to be abandoned when the new cloverleaf is constructed?

[illegible]

Since Clackamas High School is vitally concerned with these two problems, I would appreciate being brought up to date.

Owen O. Sabin

Owen O. Sabin, Superintendent

lk

RECEIVED
JUN 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1969
OREGON
STATE HIGHWAY COMMISSION

6

RECEIVED
JUN 16 1969

FOR FILING

US-271(9)

7361

Salem, Oregon
June 11, 1969

Traffic Signal Installation
Harmony Road Interchange-Cascade
Highway Section
Clackamas Highway

F. D. Morgan
Construction Engineer
BUILDING

Attention: Dorland Swan

As you are aware, it has been decided to eliminate the illumination from the above project.

There are attached 10 copies of revised plans and specifications for the traffic signals only. Also attached are revised cost estimates.

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachments

RECEIVED
JUN 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1969
FOR FILING

US-271(9)
7261

June 11, 1969

MISC. CONTRACTS and
AGREEMENTS No. 3768

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

AGENDA
JUL 8 - 1969
4 h

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at four intersections on the Harmony Road-Lake Road Interchange Section of the Clackamas Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Attachment

cc F. B. Crandall
(conformed agreement attached)

RECEIVED
JUN 16 1969

C

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 10, 1969

In reply refer to: 08-35-EC

US-271(9)
7261

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project US-271(9)
Harmony Road Interchange - Cascade Highway Section
Clackamas Highway
Elimination of Illumination Installation

The justification furnished in Mr. Klaboe's June 6, 1969 letter in support of the elimination of Bid Item No. 103 - Roadway Illumination Installation, Complete - from the subject project has been reviewed and accepted.

Therefore, I hereby concur in the deletion of this item from the contract with the understanding that the $2,750 increase in Item No. 102 - Traffic Signal Installation, Complete - requested by the low bidder will not be eligible for Federal participation.

6-12-69

REFERRED TO
Skoog - Young - Barber - Morgan
By Asst. State Hwy. Engr.
Edwards - Crandall

NOTED
TOM EDWARDS

RECEIVED
JUN 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 11 1969
FOR FILING

US-271(9)
7261

June 10, 1969

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Clackamas County for the installation of traffic signals at four intersections (Rusk Road, Lake Road, Pheasant Court and Johnson Road) on the Harmony Road-Lake Road Interchange Section of the Clackamas Highway.

This agreement provides that the State shall do the work. The estimated total cost is $95,450 and is a Federal-aid Urban Project. After completion of the installations, the County is to maintain the traffic signals and pay for all electrical energy consumed.

On June 10, Commissioner Jackson approved this agreement and granted authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for confirmation at the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
L. W. Rulien
V. E. Skoog

VPJ:njc mr

RECEIVED
JUN [illegible] 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 10, 1969

In reply refer to: 08-35-EC

US-271(9)

7-16-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project US-271(9)
Harmony Road Interchange - ~~Cascade Highway Section~~
Clackamas Highway
Elimination of Illumination Installation

The justification furnished in Mr. Klaboe's June 6, 1969 letter in support of the elimination of Bid Item No. 103 - Roadway Illumination Installation, Complete - from the subject project has been reviewed and accepted.

Therefore, I hereby concur in the deletion of this item from the contract with the understanding that the $2,750 increase in Item No. 102 - Traffic Signal Installation, Complete - requested by the low bidder will not be eligible for Federal participation.

6-12-69

REFERRED TO
Skoog - Young - Barber - Morgan
By Asst. State Hwy. Engr.
Edwards - Crandall

NOTED
F. B. KLABOE

RECEIVED
JUN 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
JUN 10 1969

US-271(9)
7261

June 9, 1969

Slate-Hall &
  Hamilton Construction Co.
11655 S.W. Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

The State Highway Commission on May 20, 1969, accepted your proposal for grading, paving, structures, and traffic control devices on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County for the sum of $2,200,421.80 and referred it to the State Highway Engineer with authority to award the contract when the signal and illumination agreement was signed by Clackamas County.

Clackamas County has now advised us that they will not approve the roadway illumination which is covered under Bid Item 103 in the contract. The Engineer, therefore on June 6, 1969, awarded you the project under Contract No. 7261 on the basis that Item 103 in the amount of $57,645 be deleted, and that Item No. 102 for traffic signal installation in the amount of $92,700 be increased by the sum of $2,750. The contract total is thereby revised from $2,200,421.80 to $2,145,526.80.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 20, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

F. B. Klaboe
L. H. Young
Frank Morgan
D. J. Barbee
I. D. Merchant
William Geibel
L. W. Rulien
M. C. Payne

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
    Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
JUN 9 - 1969

FOR FILING
US-271(9)
7761

Kess Cannon, extension 1076, called re 'phone complaint from Mary Vaetz (ph. no. 654-4051, Portland) concerning I-205 (Harmony Road ?) going through her berry field near Clackamas. She was "told by Hwy personnel the only way it could be stopped was to have Governor talk to contractor".........

According to 'phone directory, her address is 7915 S. E. Lake Road (which may or may not be location of berry field).

Please advise Mr. Cannon and he will call Ms. Vaetz back.

S
6-4-69

I advised Mr. Cannon that we owned property but lady would not recognize our rights. This is on Harmony Rd - ~~that~~ Lincoln Heights section. Took property by Condemnation 2 yrs. ago. Lady has apparently not accepted check.

NOTED
FORREST COOPER

RECEIVED
MAY 15 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

US-271(9)

7261

May 14, 1969

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Substation Facility Adjustment
Harmony Substation
Harmony Rd. Interchange-Cascade
Highway Section
Clackamas Highway
Clackamas County

Gentlemen:

Your estimate for the adjustment of your facilities on this project, as submitted with your letter of May 1, 1969, have been approved by the State. You are hereby authorized to proceed with the work as of May 14, 1969.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 14, 1969 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. As you estimate does not contain a credit for fence salvage, it must be shown in your final billing or an explanation given as to why it is not provided. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young (2) (w/attach.)
C. H. Maison "
L. W. Rulien (w/attach.) (2)
M. D. Payne "
B. P. Huntley "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 - 1969

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT, Chairman
McKEE A. SMITH, Vice Chairman
JOSEPH I. EOFF, Member

ROBERT W. SCHONING
State Fisheries Director

US-271(9)
7261

April 30, 1969

cc's sent 5-2-69

F.B. Klaboe ✓
F.D. Morgan
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
G.C. Wills
L.W. Rulien (2)
R.D. Asburry (4)
C.T. Keasey (6)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We have reviewed the following projects transmitted by your letters of March 31, 1969.

Bethel Creek Bridge, Oregon Coast Highway, Coos County
Butte Creek Bridge, Oregon Coast Highway, Coos County
Pistol River Bridge Section, Oregon Coast Highway,
  Curry County

The streams named above support good runs of anadromous fish, thus fish passage must be provided at the crossings.

Harmony Road Interchange-Cascade Highway Section,
  Clackamas Highway, Clackamas County
Del Rey Beach Access Road Section, Clatsop County
Fern Hill-Burnside Section, Columbia River Highway,
  Clatsop County

We anticipate no fish passage problems on the last three named projects.

If precautions against siltation and water pollution are maintained, the projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4-25-69

RECEIVED
MAY 2 - 1969
FOR FILE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Klaboe

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: US-271(9)	
SECTION: Harmony Road Interchange-Cascade Hwy.	
WORK: Grading, paving, structure & Traffic Control Devices	
COUNTY: Clackamas	

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

US-271(9)
7261

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZED
4/23/69	4/23/69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION — ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with contractor's flagging in amount of $26,000.00 as shown in your estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's April 21, 1969 request and certifying statements are accepted.

It is understood that certification with regard to parks, recreation and historical resources will either be furnished prior to bid opening or the project will be withdrawn from the letting.

P. S. & E. Documents for the subject project have been reviewed and are hereby approved.

A signed copy of the Title Sheet is returned herewith.

orig to Young
w/enc.
4-29-69

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 25, 1969	For R. E. Simpson	Division Engineer

RECEIVED
APR 24 1969
FOR FILING

US-271(9)
7261

April 23, 1969

Mr. Dominic T. Mancini
Zoning Administrator
Clackamas County Planning Commission
940 Warner-Milne Road
Oregon City, Oregon 97045

Dear Mr. Mancini:

Re: CU-16-69

Reference is made to your recent notice concerning a request to act on a conditional-use permit to establish an automobile wrecking yard on the north side of the Milwaukie Expressway 1,500 feet west of 82nd Avenue.

Our proposed facility (for which bids will be received May 15, 1969) is immediately adjacent and south of the proposed wrecking yard. Our proposal will be on a fill approximately 25 feet in height above the adjacent land. Under the circumstances, screening would be highly impractical and I fear that the wrecking yard will detract from the motorists' view.

Nevertheless, Chapter 590 of the 1967 Oregon Laws exempts junkyards from controls in an industrial-zoned area.

I bring these facts to your attention as being material considerations that should be carefully weighed in your decision.

A sketch map showing the proposed location of this junk yard with respect to our highway is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
L. H. Young - Enc.
D. J. Barbee
L. W. Rulien - Enc.

FBK:srb

Enc.

(B & V MOTORS, INC.)

NOTICE OF PUBLIC HEARING

CLACKAMAS COUNTY PLANNING COMMISSION
940 WARNER MILNE ROAD
OREGON CITY, OREGON
656-2641, Ext. 205

FILE NUMBER: CU-16-69

HEARING DATE: Monday, April 28, 1969 TIME: 7:30 P.M.

PLACE: Circuit Court Room No. 2, 2nd floor, County Courthouse, Oregon City, Oregon

TO: Property owners within 250 feet of property in question

SUBJECT: Request for a Conditional Use

(a)	Location:	North side of Milwaukie Expressway, 1500 feet west of 82nd Avenue
(b)	Legal Description:	Tax Lots 23 and 37, Section 5, T2S, R2E
(c)	Total Area Involved:	Approximately 7.25 acres
(d)	Applicant:	B. & V. Motors, Inc.
(e)	Owner of Property:	Eligio Valpreda
(f)	Present Zoning:	I-2, Light Industrial
(g)	Applicant's Proposal:	To establish an automobile replacement parts center (wrecking yard)

PROPERTY OWNERS PLEASE NOTE:

You or any interested persons are invited to attend this public hearing; however, the Planning Commission will give careful consideration to all written correspondence concerning this matter.

Those wishing to receive written notification of the decision of the Planning Commission in this matter may do so by supplying this office with a self-addressed envelope indicating the above-mentioned file number.

Dear Mr. Klaboe:

Any comments you have concerning this application would be greatly appreciated.

Sincerely,

Dominic J Mancini

NOTICE OF PUBLIC HEARING

CLACKAMAS COUNTY PLANNING COMMISSION
940 WARNER MILNE ROAD
OREGON CITY, OREGON
656-2641, Ext. 205

FILE NUMBER: CU-16-69

HEARING DATE: Monday, April 28, 1969 TIME: 7:30 P.M.

PLACE: Circuit Court Room No. 2, 2nd floor, County Courthouse, Oregon City, Oregon

TO: Property owners within 250 feet of property in question

SUBJECT: Request for a Conditional Use

(a) Location: North side of Milwaukie Expressway, 1500 feet west of 82nd Avenue

(b) Legal Description: Tax Lots 23 and 37, Section 5, T2S, R2E

(c) Total Area Involved: Approximately 7.25 acres

(d) Applicant: B. & V. Motors, Inc.

(e) Owner of Property: Eligio Valpreda

(f) Present Zoning: I-2, Light Industrial

(g) Applicant's Proposal: To establish an automobile replacement parts center (wrecking yard)

PROPERTY OWNERS PLEASE NOTE:

You or any interested persons are invited to attend this public hearing; however, the Planning Commission will give careful consideration to all written correspondence concerning this matter.

Those wishing to receive written notification of the decision of the Planning Commission in this matter may do so by supplying this office with a self-addressed envelope indicating the above-mentioned file number.

Dear Mr. Klaboe:

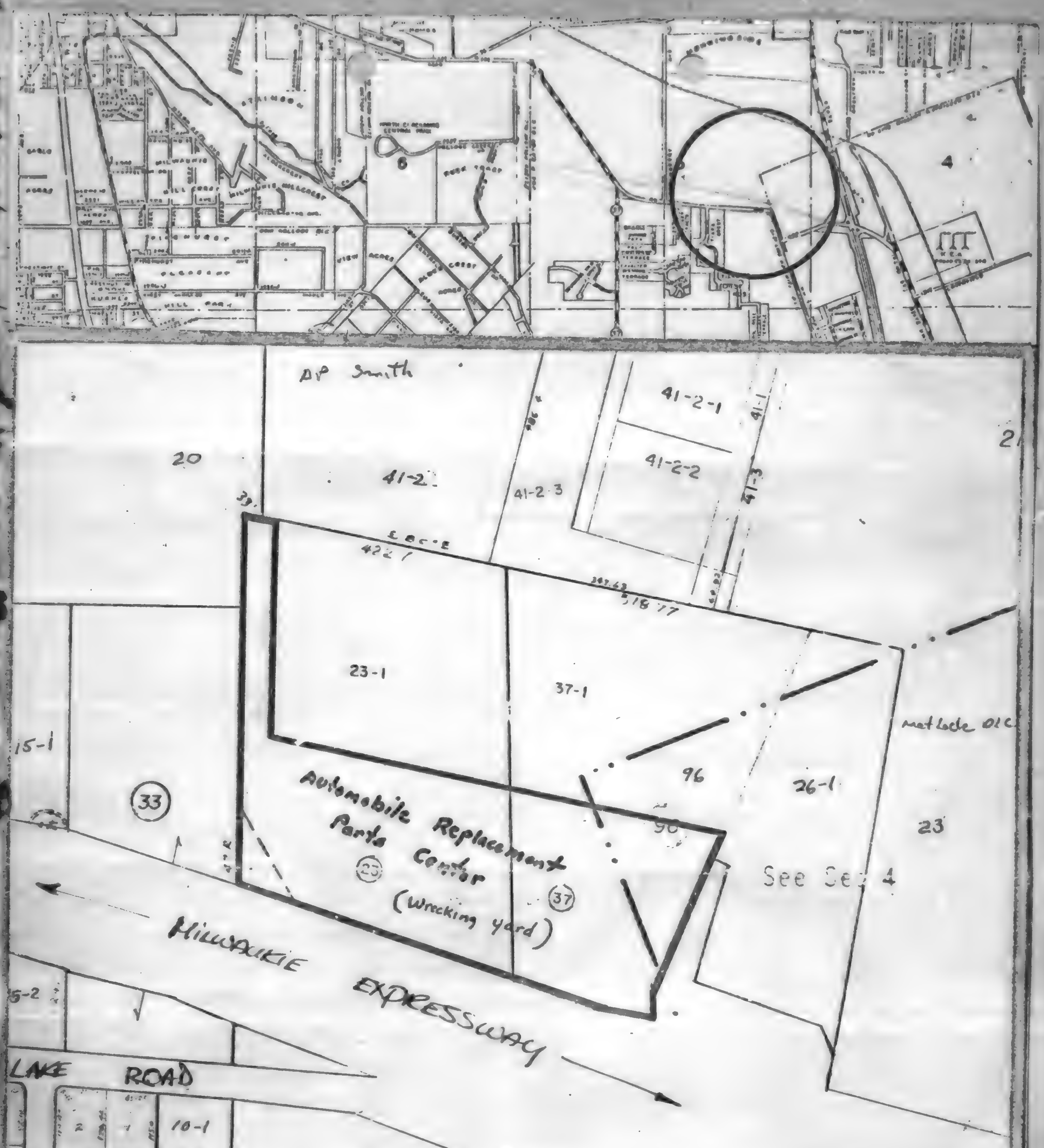
Any comments you have concerning this application would be greatly appreciated. ✓

Sincerely,

Dominic T. Mancini

Dominic T. Mancini
Zoning Administrator

RECEIVED
APR 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER



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D P Smith
20
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met lode OIC
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Automobile Replacement Parts Center
(Wrecking yard)
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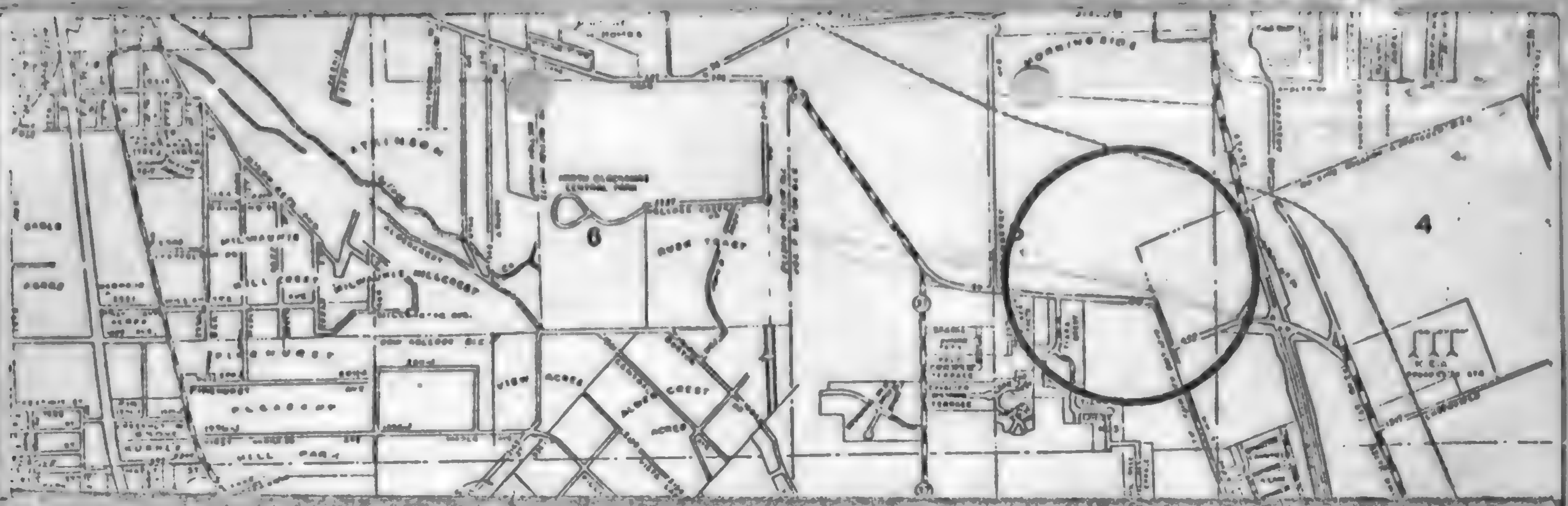
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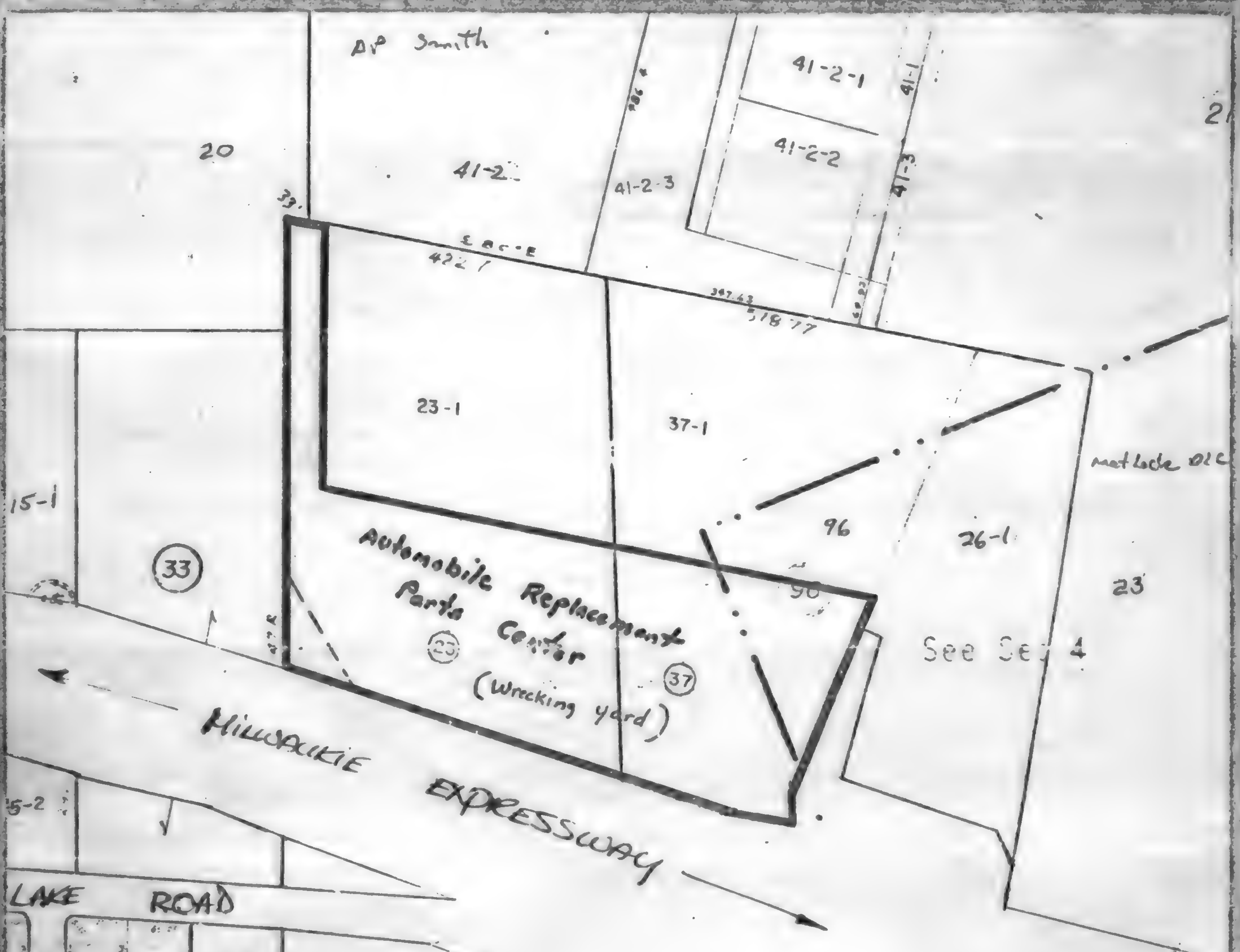
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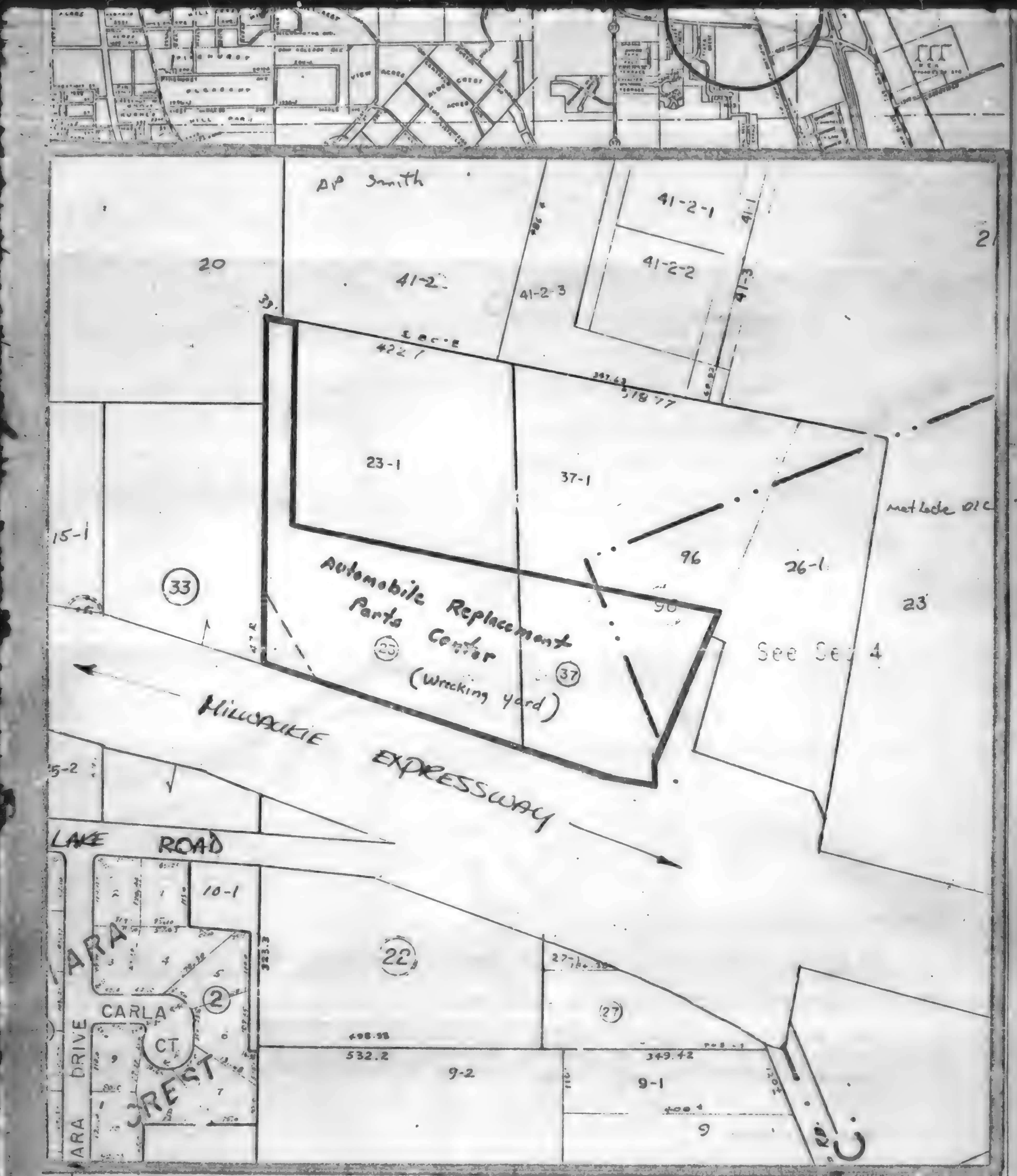
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Automobile Replacement Parts Center (Wrecking yard)
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JOHNSON RD.

B. & V. MOTORS, INCL

SECTION 5, T2S, R2E

CU-16-69

SCALE: 1" = 200'

RECEIVED
APR 23 1969
FOR FILING
US-271(9)
7261

Port

File Copy

DALE M. HARLAN
ATTORNEY AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

654-9535

April 21, 1969

Moehring

Mr. L.F. Sheridan
District Property Agent
Oregon State Highway Dept.
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Re: My clients: Albert and Marian Combs

Dear Mr. Sheridan:

C
O
P
Y

Thank you very much for your letter of April 15th in response to mine of April 9th, concerning property purchased by your department and the remaining property owned by Mr. and Mrs. Combs near the intersection of Webster and Lake Rds., Clackamas County. (Your File No. 38745).

I appreciate your taking the time to write me a detailed letter of the problem as seen by the State Highway Dept., and of your particular actions in this matter. I think your point is well made that if the Department should "refuse to sell shrubbery and other items of certain personal value", it would bring "an immediate response of sheer wastefulness by the State Highway Dept." by many members of the public.

I am satisfied you are taking precautions to safeguard the landowner's interests of Mr. and Mrs. Combs. However, since my original letter to you, someone came on the property purchased by the Highway Dept. and cut down one of the fruit trees, blocking the driveway to the cottage owned by Mr. and Mrs. Combs, and rented to Otto Blummel, a German teacher at Clackamas High School. It was the understanding of Mr. Combs that your department would allow Mr. Combs and any tenants or invitees of his to continue to use that driveway. Someone from the Highway Department came over when the police were notified, and the last information I had was that the Highway Department would see that the fruit tree that was blocking the driveway would be removed.

I am glad that you are specifically marking the shrubs that you are selling on State Highway right of way. It would seem to me that where there are inherent dangers that buyers from your Department might not recognize boundary lines or completely disregard them, that your Department could work out some form of a bond, providing attorneys fees and provisions for judgment, including treble damages, in the event any buyer or prospective buyer removes or damages shrubs or other personal property that does not belong to the State Highway Dept.

?

Orig cc to
Moehring
4-23-69

At any rate, I do appreciate your prompt response and personal attention to this matter, and hope your office will try to have someone present when other buyers go onto your property. Perhaps a better way to handle this would be to have some sort of public sale of the shrubbery and other items of personal property that the State Highway Department wishes to sell on its right of way.

Very truly yours,

Dale M. Harlan

Dale M. Harlan

DH:eb

CC: Mr. Forrest Cooper
State Highway Engineer

Mr. and Mrs. Albert Combs

RECEIVED
APR 22 1969
AS OF

Forest Cooper

RECEIVED
APR 17 1969

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

Const
R/W
Clackamas Sec

April 15, 1969

Mr. Dale M. Harlan
Attorney at Law
1106 Main Street
Milwaukie, Oregon 97222

File 38745 - Combs
Harmony Road-Lake Road
Clackamas Highway
Clackamas County

Dear Mr. Harlan:

This will reply to your letter regarding your clients, Albert and Marian Combs, and their remainder property.

Your letter does point up an ever present concern of the Highway Department in dealing constantly with that segment of the general public who are "green thumb" enthusiasts. We have learned that we must pinpoint the exact shrubs they purchase on the right of way. To refuse to sell shrubbery and other items of certain personal value brings an immediate response of sheer wastefulness by the State Highway Department. The contractor's bulldozers will simply trample over the shrubbery. As we are a public service agency, I find it hard to defend against this argument.

To be more specific about this matter, on April 4th I met Mrs. Smith on this portion of the right of way. I showed her a map of the area and we walked from one side to the other where I pointed out surveyor's stakes that represented the boundaries. Mrs. Smith was told by me that the original owners continued to own property on each side of the right of way. I further pointed out several "No Trespassing" signs which the Combs had posted on their property. Mrs. Smith then pointed out the four shrubs she and her husband would like to try to transplant. The four are well within the boundary of the State Highway right of way.

NOTED
FORREST COOPER

After receiving your letter I called on the Smiths at their new home on Monday, April 14th. They told me they were aware of where the boundaries in question were located. They said they were not on the Combs property at the time Mrs. Combs talked to them nor have they trespassed on the Combs property at any time. The purpose of the Smith's visit was to look at these four older and large plants more closely to make plans for extracting them together with large balls of dirt surrounding the root systems. Mr. Smith mentioned he once worked for a gardener for a year or so.

Attached for your information is a map of this property showing boundary lines and the location of the four shrubs as circled in red. Incidently, on Monday I placed lengths of red surveyor's ribbon around the four shrubs.

I trust the information above will satisfy your clients that we are taking precautions to safeguard the adjoining landowner's interests while continuing to serve the public.

If we can be of further service to you, please do not hesitate to call on us.

Very truly yours,

GEORGE E. ROHDE
Chief Counsel

L. F. SHERIDAN
District Property Agent

LFS:KF

enc.

cc G. E. Rohde
D. H. Moehring
Forrest Cooper ✓
L. W. Rulien

RECEIVED
APR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1969

Compt

R/W

Clack. Sec

File Copy

DALE M. HARLAN
ATTORNEY AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

654-9533

REFERRED TO
Moehring
BY DEPUTY STATE

CERTIFIED MAIL---RRR

April 9, 1969

fac H E – R.T. Ewen, Resident Engineer
Division 1
Oregon State Highway Dept.
9200 S.E. McLoughlin Blvd.
Portland, Oregon

L.F. Sheridan
District Property Agent
Division 1
Oregon State Highway Dept.
9200 S.E. McLoughlin Blvd.
Portland, Oregon

C
O
P
Y

Re: My clients: Albert and Marian Combs
Property opposite intersection of Webster and Lake Rds.

Gentlemen:

You acquired right of way for the Milwaukie Expressway from Mr. and Mrs. Combs at the above location.

Yesterday Mrs. Combs was driving by the intersection when she noted a car parked in the driveway, on state property, but she noticed a young couple with a baby walking around on the Combs property. Mrs. Combs stopped to check and see if she could help them or what they wanted. They produced some sort of an authorization from the Highway Dept. saying they had permission to get four shrubs for $5.00. Amoung other things they inquired about Quinces trees and Mrs. Combs informed them that all of the Quinces trees were on the property that the Combs still owned.

Mr. and Mrs. Combs have fruit trees and shrubs set out that must be there for over sixty years. They still have some buildings on the property with value and with very valuable personal property stored in them. We hereby request that you send nobody out to the property you have acquired without having somebody from your department on the location to direct any buyers of shrubs or other items and stay strictly on Highway Dept. land. We think this is a reasonable request in view of the fact that the Highway Dept. has done nothing to fence off or designate what property purchases of shrubs are to be made and where the purchasers are to go onto and where they are to keep off.

Please acknowledge this letter in writing and tell us what steps you are going to take to prevent such trespassers in the future.

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

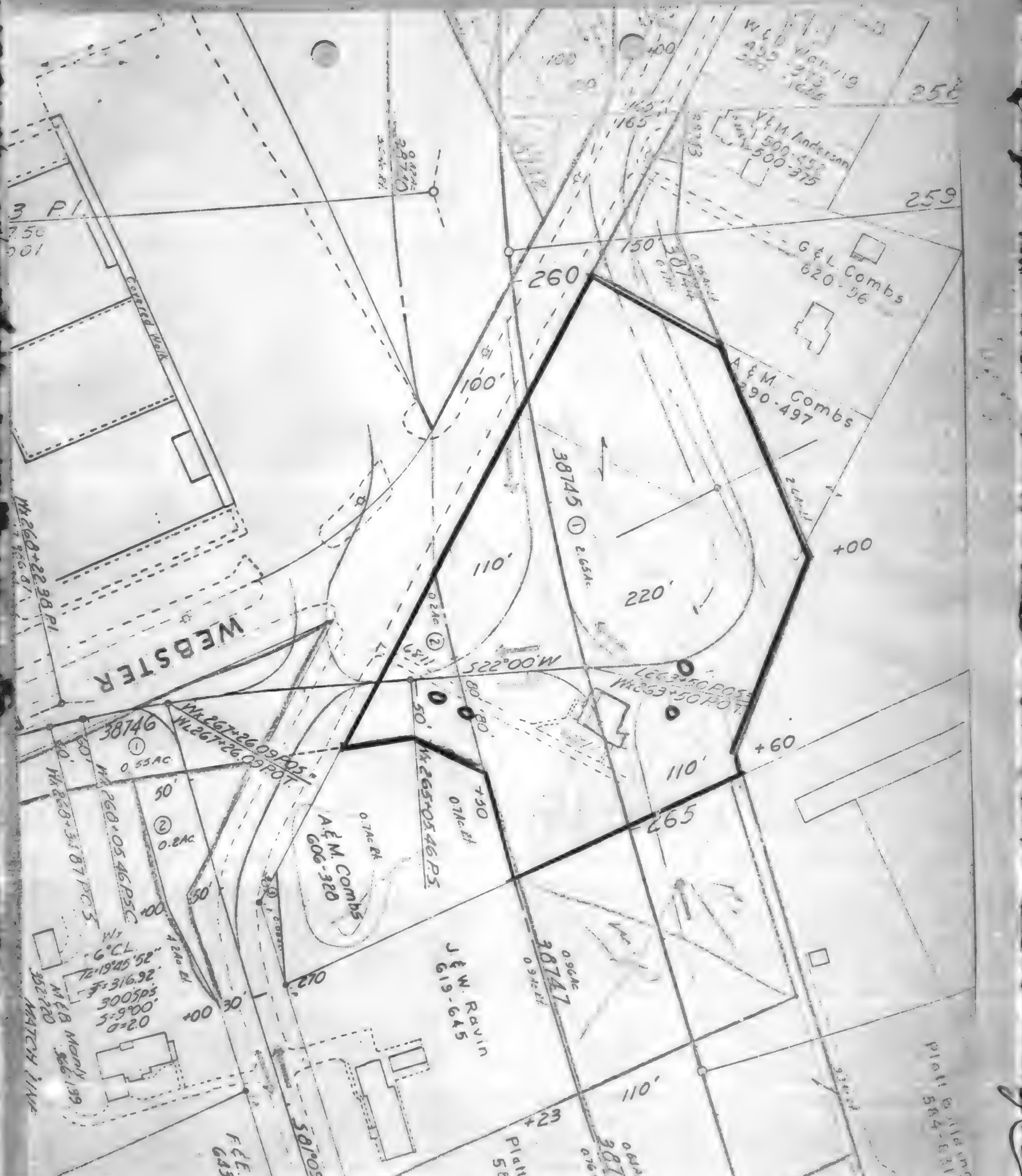
Dale M. Harlan

Dale M. Harlan

NOTED
FORREST COOPER

Orig cc to
Moehring
4-10-69

DMH:lls
cc. Forrest Cooper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80' 80'
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38746 ① 0.55AC.
Wt 267+26.09 POS
Wt 267+26.09 POT
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Platt Building
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RECEIVED
APR 15 1969

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

Edwards
w KLABOE 4-14

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

US-271(9)

7261

DATE: April 11, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US 271(9)
Mt. Scott Cr. (Lake Rd.) Bridge
Harmony Road Interchange - Cascade Highway Section

We have reviewed the above structure and have no objection to the design. Under separate cover we have forwarded to Mr. Hart a concept used by some Swedish engineers for an identical situation. They have cantilevered their wingwalls from the abutment footings in a manner than should keep the load on the wingwalls to a minimum. We suggest that you review these Swedish drawings with the idea of possibly incorporating this concept in your future designs.

NOTED
TOM EDWARDS

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Ivan
Young
4-15-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

RECEIVED APR 16 1969

April 9, 1969

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

(15-371(9))
7261

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Willis
Hackleman
Scott
R. Olson
Carstenson

RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County
2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County
3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties
4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County
5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe ✓
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1[illegible] 1969
FOR FILING

US-271(9)

7261

Memorandum

U.S. SPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 26, 1969

In reply refer to: 08-35-EC/400.1

Copy 'no Hearing' file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-271(9)
Harmony Road Interchange - Cascade Highway Section
Clackamas Highway
Clackamas County

We have reviewed the information contained in your March 20 letter and we concur that public hearings are not required for this project.

We have also reviewed preliminary plans for this project and have held a plan-in-hand inspection and based on these reviews design approval is hereby granted.

REFERRED TO
Young
By Asst. State Hwy. Engr.
3-27-69

NOTED
F. B. KLABOE

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 12 1969
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

US-271(7)
7261

March 3, 1969

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Charles W. Phinney

RE: Substation Facilities Adjustment
Harmony Substation
Harmony Road Interchange-
Cascade Highway Section
Clackamas County
Clackamas Highway

Gentlemen:

Reference is made to a letter from Mr. Robert E. Sullivan, Manager Land Department, Portland General Electric Company, dated February 26, 1969, in which an estimate of $2,155 was given for the adjustment of the Harmony Substation facilities in conflict with the proposed subject project. A copy of the letter is attached.

The estimated cost of $2,155 included an item for the installation of 100 feet of 18-inch culvert pipe. This is now to be installed under the State's contract and, therefore, should be deleted from your estimate. The estimate, as submitted, is not acceptable.

The State requires that estimates of costs for relocation of utility's facilities be prepared in accordance with the Bureau of Public Roads' Policy and Procedure Memorandum 30-4 dated October 15, 1966. A copy of PPM 30-4 is attached. Also attached is a suggested estimate form prepared by our Accounting Division.

The estimate must be in sufficient detail as to afford a comparison with final billing for the relocation work. The estimate should reflect labor, material, overhead and equipment costs. A credit for salvage should be given or a substantiating statement as to why salvage has not been credited.

A copy of an estimate prepared by your Line Department, that meets our requirements, is for your information.

The project is presently scheduled for letting on May 15, 1969. Therefore, your earliest attention to this matter is requested. If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fw

Attach.

cc: Mr. Robert E. Sullivan

bc: F. B. Klaboe
Jack Sollis
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1969
FOR

OREGON STATE
HIGHWAY DEPARTMENT

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

US-271(9)
7261

February 21, 1969

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Robert E. Sullivan

Re: Substation Facilities Adjustment
Harmony Substation
Harmony Road Interchange-
Cascade Highway Section
Clackamas Highway
Clackamas County

Gentlemen:

Reference is made to the letter from Jack L. Sollis, Utilities and Railroad Attorney, datedSeptember 19, 1968, in which we set forth the substation facilities in conflict with the proposed project. The letter also requested an estimate and sketch for the relocation of conflicting facilities.

Your letter of January 8, 1969, approving the appraisal for our proposed right of way taking, gave a lump sum estimate of $2155 for adjustment of conflicting facilities with no substantiating breakdown of costs.

During a telephone conversation with Mr. C. J. Irelan on January 30, 1969, Mr. Jack Cartwright, of this office, again requested an estimate and sketch for the relocation of your facilities.

This letter will confirm Mr. Cartwright's telephone conversation with you this date in which he inquired as to when we could expect the estimate and sketch. You indicated that you thought your letter of January 8, 1969 had supplied the required estimate.

The State requires that estimates of costs for the relocation of utilities facilities be prepared in accordance with the Bureau of Public Roads Policy and Procedure Memorandum 30-4, dated October 15, 1966. A sketch map of the proposed adjustment is also required.

Attached for your information is a copy of PPM 30-4 and a suggested Estimate Form prepared by our Accounting Division.

The project is presently scheduled for letting on May 15, 1969 and time has become of an essence. Your earliest attention to this matter is, therefore, requested so that we may proceed with our proposed letting without delay.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: Mr. C. J. Irelan - PGE

F. B. Klaboe
L. W. Rulien
J. L. Sollis
M. D. Payne
R. H. Rumbolz

RECEIVED
FEB 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Memorandum

RECEIVED
DEC 19 1968
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 11, 1968

In reply refer to: 08-35.EC/710.14

US-271(9)
7261

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Urban Program

Mr. Young's September 3 and October 17, 1968 letters submitted one item for inclusion in this program. This Stage 2 Construction Phase project is approved effective today:

Item	Project	Location	Work
155	US-271(9)	Harmony Road-Cascade Hwy	Gr., Pave, 2 struc's.

You are authorized to proceed with utility preparatory work today.

The urban characteristic requirements have been satisfied on this project by your October 5, 1965 and October 25, 1968 letters and attachments.

This project provides for improvement on 1.85 miles of Secondary System within the Portland urban area at a total estimated cost of $2,300,000 of which $1,449,000 is reserved as Federal-aid Urban Program funds.

12-17
REFERRED TO
cc: Young
BY ASST. STATE HWY. ENGR.

RECEIVED
DEC 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

RECEIVED
OCT 18 1968

FOR FILING
US-271(9)
7261

October 17, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department State of Oregon
State Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Please be informed that on October 4, 1968, the Executive Committee of the Columbia Region Association of Governments reviewed the Highway Department's proposal to use highway funds for the development of the Clackamas Highway located between the Harmony Road Interchange and the Cascade Highway section and further that it conforms to regional planning.

It is the recommendation of the Executive Committee that the State Highway Department proceed with the development of this project.

Sincerely yours,

Homer C. Chandler
Homer C. Chandler
Executive Director

HCC:jec

Copy - Royler
10-18-68

NOTED
TOM EDWARDS

RECEIVED
OCT 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)		**FEDERAL-AID P**
DATE SUBMITTED TO W.O.	10-16-68		(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) St.Rd. 2.0 Mi. S.E. Milwaukie S.E. 1.85 Mi. 21 65	**ADT**	PRESENT 7,400	FUTURE 12,000 (66) (70)	YEAR 88 (71)	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 2 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)	

CARD 4	CLASS OF FEDERAL FUNDS Urban	COUNTY NAME	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. S	FEDERAL-AID 129

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		St.Rd. 2.0 Mi. S.E. Milwaukie S.E. 1.85 Mi.			
5					**ROW**		(Harmony Road Interchange-Cascade Hwy. Section			
5					**CONST** (CODE)			1.85	2,300,000	1,449,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.85	2,300,000	1,449,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7261

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-16-68

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. 1.85 Mi.	**ADT**	7,400	12,000	88	08	Oregon	35	032	155

TS	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						US	271(9)			

COUNTY NAME	CODE	PROGRAM STAGE
Clackamas	005	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	129	171	

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.E. 85 de	1.85	2,300,000	1,449,000	851,000		Gr., dr., 4-12' lanes H.T. pave., 10' shld. 16' median with barrier, illum. and traffic signals. One u'xing and one bridge (length 371', u'xing H.C. 60', bridge H.C. 96') ROW-150' normal; Access Control-Partial; Parking Restrictions-Partial Utilities-Adj. req. incl. prep. work.
ECT ALS	1.85	2,300,000	1,449,000	851,000		

REMARKS

USCOMM DUSCOMM-DC 48905-P61

HARMONY ROAD INTERCHANGE-CASCADE HWY. SECTION

PROJECT US-271(9)

Existing Facilities

Basically 2-10' lanes AC pavement with 5' minimum shoulders.

Adjacent Sections

West End: Connects Project US-271(8).
East End: Junction with Cascade Hwy. FAP-41, (State Hwy. 160).

Project Data

The project consists of grade and drain, construction of 4-12' lanes high-type pavement with 10' shoulders, 16' median and barrier; illumination installation at Harmony, Rusk, Webster, Pheasant Court and Johnson Roads; traffic signal installation at Rusk, Webster, Pheasant Court and Johnson Roads; construction of one post-tensioned concrete box girder u'xing at Harmony Road, length 291' with HC 60' (5' sidewalk one side) and one prestressed beam concrete bridge over Mt. Scott Creek, length 80' with HC 96' min.

System Action, Railroad, Airports, Water Development, Public Hearing - None involved.

Urban Transportation Study - Data required by IM 50-2-65 was furnished with our system action request of October 5, 1965.

Data required by IM 21-12-67 is in the process of being obtained.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO

(PPM 21-F

CARD	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72
2	1	St.Rd. 2.0 Mi. S.E. Milwaukie S.E. 1.85 Mi.	**ADT**	7,400	12,000	88

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)
3	Gr.,Dr.,High-Type Pave.,2 Brs.							

CARD		
4	CLASS OF FEDERAL FUNDS: Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. S · FEDERAL-AID 129

ESTIMATED PROJECT COST

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)
5					**PE**		St.Rd. 2.0 Mi. S.E. Milwaukie S.E. 1.85 Mi. (Harmony Road Interchange-Cascade Hwy. Section)			
5					**ROW**					
5					**CONST** (CODE)			(1.65)* 0.20	(2,064,000)* 236,000	(1,300,000)* 149,000

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1			0.20	236,000	149,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

7261

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1.85 Mi. (68)	**ADT**	PRESENT 7,400	FUTURE 12,000 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9) · ITEM NO. 1000 (14) (16)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) S-US- (14) (23) · NUMBER 271(9) (7) · SEQ. NO. (13) · I. Projects Only: POST MI. (24) (26) DESIG. (27)

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. S FEDERAL-AID 129 (32) STATE 171 (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (55)	TOTAL ESTIMATED COST (56) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., dr., 4-12' lanes H.T. pave., 10'shldrs. 16' median with barrier, illum. and traffic signals. One u'xing and one bridge (length 371', u'xing HC-60', bridge HC-96'
(1.65)* 0.20	(2,064,000)* 236,000	(1,300,000)* 149,000	87,000		ROW-150' Normal; Access Control-Partial; Parking Restrictions-Partial; Utilities-Adj. req. incl. prep. work.
0.20	236,000 (16) (23)	149,000 (24) (33)	87,000		

REMARKS
This project is being jointly financed with Urban and Secondary Funds. See Urban Item 155, Proj. US-S-271(9).
*Urban funding, mileage based on cost percentage.

USCOMM DUSCOMM-DC 48908-P61

HARMONY ROAD INTERCHANGE-CASCADE HWY. SECTION

PROJECT US-S-271(9)

Existing Facilities

Basically 2-10' lanes AC pavement with 5' minimum shoulders.

Adjacent Sections

West End: Connects Project US-271(8).
East End: Junction with Cascade Hwy. FAP-41, (State Hwy. 160).

Project Data

The project consists of grade and drain, construction of 4-12' lanes high-type pavement with 10' shoulders, 16' median and barrier; illumination installation at Harmony, Rusk, Webster, Pheasant Court and Johnson Roads; traffic signal installation at Rusk, Webster, Pheasant Court and Johnson Roads; construction of one post-tensioned concrete box girder u'xing at Harmony Road, length 291' with HC 60' (5' sidewalk one side) and one prestressed beam concrete bridge over Mt. Scott Creek, length 80' with HC 96' min.

System Action, Railroad, Airports, Water Development, Public Hearing - None involved.

Urban Transportation Study - Data required by IM 50-2-65 was furnished with our system action request of October 5, 1965.

Data required by IM 21-12-67 is in the process of being obtained.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID P
(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) St.Rd. 2.0 Mi. S.E. Milwaukie S.E. 1.85 Mi. 21 65	**ADT**	PRESENT 7,400	FUTURE 12,000 (68) (70)	YEAR 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr.,Dr.,High-Type Pave.,2 Brs. 28 62	NATL. FOREST (63) (65)	PR ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD	CLASS OF FEDERAL FUNDS Urban	COUNTY NAME
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S | FEDERAL-AID 129

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (63)	(67)
5					**PE**		St.Rd. 2.0 Mi. S.E. Milwaukie S.E. 1.85 Mi. (Harmony Road Interchange-Cascade Hwy. Section)			
5					**ROW**					
5					**CONST** (CODE)			(0.20)* 1.65	(236,000)* 2,064,000	(149,000)* 1,300,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.65	2,064,000	1,300,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7261

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Mi.	ADT	7,400	12,000	88	08	Oregon	35	032	155

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
	—				US-S-	271(9)			

	COUNTY NAME	CODE	PROGRAM STAGE
	Clackamas	005	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	129	171	

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr.,dr.,4-12' lanes H.T. pave.,10'shldrs 16' median with barrier, illum. and traffic signals. One u'xing and one bridge (length 371', u'xing H.C. 60', bridge H.C. 96')
(0.20)* 1.65	(236,000)* 2,064,000	(149,000)* 1,300,000	764,000		ROW-150' normal; Access Control-Partial; Parking Restrictions-Partial Utilities-Adj. req. incl. prep. work.
1.65	2,064,000	1,300,000	764,000		

REMARKS

This project is jointly financed with Urban and Secondary Funds. See Secondary Item 1000, Proj. S-US-271(9).
*Secondary funding, mileage based on cost percentage.

HARMONY ROAD INTERCHANGE-CASCADE HWY. SECTION

PROJECT US-S-271(9)

Existing Facilities

Basically 2-10' lanes AC pavement with 5' minimum shoulders.

Adjacent Sections

West End: Connects Project US-271(8).
East End: Junction with Cascade Hwy. FAP-41, (State Hwy. 160).

Project Data

The project consists of grade and drain, construction of 4-12' lanes high-type pavement with 10' shoulders, 16' median and barrier; illumination installation at Harmony, Rusk, Webster, Pheasant Court and Johnson Roads; traffic signal installation at Rusk, Webster, Pheasant Court and Johnson Roads; construction of one post-tensioned concrete box girder u'xing at Harmony Road, length 291' with HC 60' (5' sidewalk one side) and one prestressed beam concrete bridge over Mt. Scott Creek, length 80' with HC 96' min.

System Action, Railroad, Airports, Water Development, Public Hearing - None involved.

Urban Transportation Study - Data required by IM 50-2-65 was furnished with our system action request of October 5, 1965.

Data required by IM 21-12-67 is in the process of being obtained.

RECEIVED
AUG 23 1968

UNITED STATES GOVERNMENT

Memorandum

US-271(9)
7261

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 21, 1968

In reply refer to: 08-35.6

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. I. D. Merchant

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon US-271(-)
Harmony Road-Lake Road Section
Harmony Road Interchange Preliminary Plans

Our memorandum of July 29, 1968 approved the preliminary plans for the Harmony Road Interchange structure subject to your further study of two features. Your August 15, 1968 memorandum satisfactorily answers our comments and approval of the preliminary plans is hereby given.

Copy
Ivan Merchant
L. H. Young
8-23-68

NOTED
TOM EDWARDS

RECEIVED
AUG 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY Highway Clackamas (FAR 129) County Clackamas Prefix 103-1419

Res. Engr. ____ Approx. Length 2.0± Miles. Sta. 205± thru Eq. to Sta. 197+50± Date 8-20-68

Mean

Truck A.D.T. 1061 Traffic Coefficient 10.2 18 kip s.a. per day 506.9 (Automobiles not considered.)

Annual Precipitation 44"± Frost Penetration - - - - - - - -.

(1)
Typical Soil

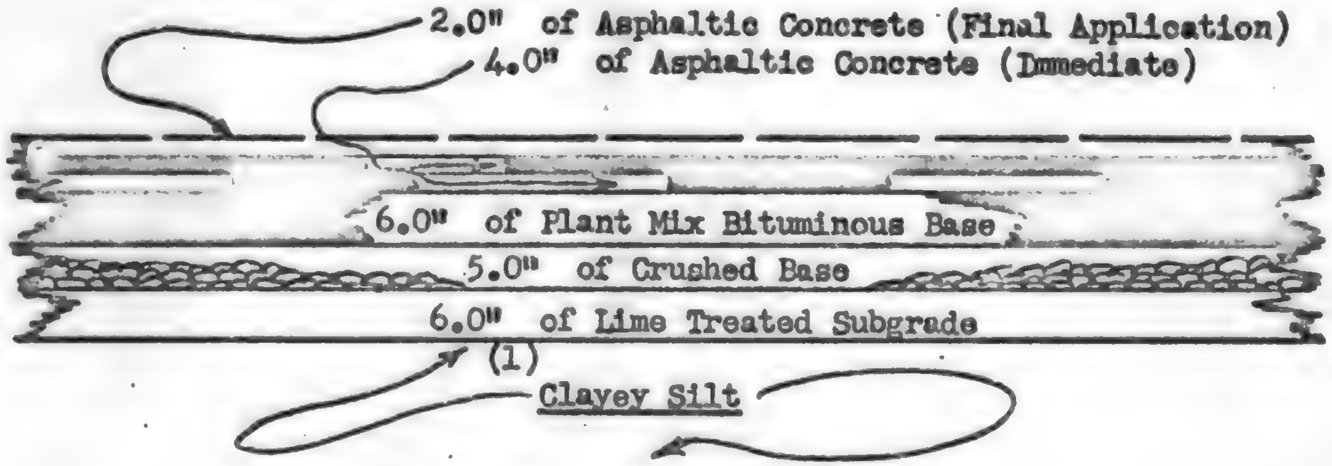
30	LL
7	PI
100	%P 10
88	%P200
0	%Gravel
1	%C Sand
11	%F Sand
62	%Silt
26	%Clay
9	"R" Value

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
5.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

See remarks on Page 2.

CBE Total Req.	Credit	Actual Thick.	
7261	US-2711?	For Fil	
	4.0	2.0	A.C. (F.A.)
	8.0	4.0	A.C. (I)
	11.0	6.0	P.M.B.B.
	5.0	5.0	Cr. Base
	5.0	6.0	L.T.S.
33.0	33.0	23.0	

RECEIVED
SEP 17 1968

8-20-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
XXXXXXXXXXXXXXXXXX
Rural Engineer

Submitted by C. A. Bigg
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

Recommended by G. L. Decker
Asst. Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

HARMONY ROAD INTERCHANGE-
CASCADE HIGHWAY
Clackamas Highway (FAR 129)
Clackamas County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	- - -	6.5"	6.0"	30.5"	22.5"
8.0 - 9.0	3.5"	4.0"	- - -	8.5"	6.0"	27.5"	22.0"
7.0 - 8.0	3.5"	3.0"	- - -	6.5"	6.0"	24.0"	19.0"
6.0 - 7.0	3.0"	- - -	2.0"	8.0"	6.0"	21.0"	19.0"
4.8 - 6.0	2.0"	- - -	2.0"	6.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	- - -	2.0"	*4.0"	6.0"	13.0"	14.0"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

1.0" Lime Treated Subgrade = 0.8" Crushed Base

REMARKS:

Project Base Design has been revised in order to update traffic, and to plan for stage construction.

Tests indicate that a blanket course is required to prevent infiltration of the subgrade soil into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket, and a credit of 1.0" treated material = 0.8" crushed basehas been allowed the lime treated subgrade.

TRAFFIC ANALYSIS

SECTION: HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY

HIGHWAY: Clackamas

COUNTY: Clackamas

7400 Present ADT (1968)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	320	1.62	518	419	450	188,550
3	207	1.62	335	271	1000	271,000
4	6	1.62	10	8	1250	10,000
5	271	1.62	439	355	3180	1,128,900
6	6	1.62	10	8	2570	20,560
				1061	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,619,010

TWENTY YEAR EWL 32,380,200

TRAFFIC COEFFICIENT 10.2

SECTION: HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY

HIGHWAY: Clackamas

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: ______

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference; Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as a portion of the project is thru swampy areas with a high water table. Minor subsidence is anticipated and for ease of possible maintenance Asphaltic Concrete is desirable.

RECEIVED
SEP 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 - 1968

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

US-271(9)

7261

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: July 29, 1968
In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. I. D. Merchant

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon US 271( )
Preliminary Bridge Plans

Mr. Merchant's letter of June 27, 1968 transmitted preliminary plans and supporting data for the Harmony Road Interchange structure on the Harmony Road-Lake Road Section of the Clackamas Highway.

This submission has been reviewed in this office and is approved subject to the following comments:

1. The vertical clearance shown on drawing 23771 is 16' - 9". We believe this should be changed to 17' - 0" as specified in your new standards.

2. We question the need and desirability of having a sidewalk on one side of this interchange structure. It would appear that foot access to the bridge could be hazardous.

We would appreciate your comments on the above.

NOTED
F. B. KLABOE

orig to Merchant
7-30-68
copy to Young
8-1-68

RECEIVED
JUL 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section HARMONY ROAD INTERCHANGE - CASCADE HIGHWAY Highway Clackamas (FAR 129) County Clackamas Prefix 103-1419

Res. Engr. R. T. Ewen Approx. Length 2.0± Miles. Sta. 205± thru eq to Sta. 197+50± Date 3-20-68

Truck A.D.T. 1061 Traffic Coefficient 10.2 18 kip s.a. per day 506.9 (Automobiles not considered.)

Annual Precipitation 44"± Frost Penetration - - - - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
7261	[illegible]		
	8.0	.0	A.C.
	11.0	6.0	P.M.B.B.
	9.0	9.0	Cr. Base
	5.0	6.0	L.T.S.
33.0	33.0	25.0	

RECEIVED

(1)
Typical Soil

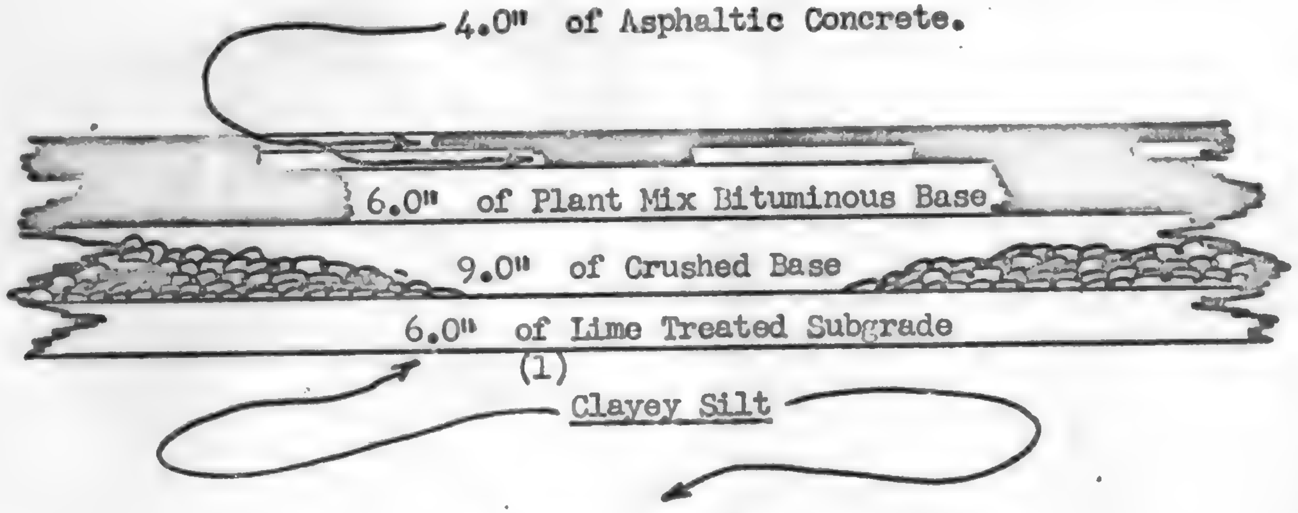
30	LL
7	PI
100	%P 10
88	%P 200
0	%Gravel
1	%C Sand
11	%F Sand
62	%Silt
26	%Clay
9	"R" Value

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.


4.0" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base
9.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

See remarks on Page 2.

3-2[illegible]-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~[illegible]~~
Rural Engineer

Submitted by ____________
for Staff Assistant

Recommended by OA White
Engineer of Materials

Recommended by J. T. Decker
Asst Construction Engineer

Approved by ____________
Asst. State Highway Engineer

HARMONY ROAD INTERCHANGE -
CASCADE HIGHWAY
Clackamas Highway
Clackamas County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
9 - 10	4.0"	3.0"	- - -	12.0"	6.0"	30.5"	25.0"
8 - 9	3.5"	3.0"	- - -	10.0"	6.0"	27.5"	22.5"
7 - 8	3.5"	- - -	2.0"	10.0"	6.0"	24.0"	21.5"
6 - 7	3.0"	- - -	2.0"	8.0"	6.0"	21.0"	19.0"
4.8 - 6	2.0"	- - -	2.0"	6.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	- - -	2.0"	*4.0"	6.0"	13.0"	14.0"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

1.0" Lime Treated Subgrade = 0.8" Crushed Base

Note:

Specifications for Lime Treated Subgrade to be provided by Laboratory.

TRAFFIC ANALYSIS

SECTION: HARMONY ROAD INTERCHANGE - CASCADE HIGHWAY

HIGHWAY: Clackamas

COUNTY: Clackamas

7400 Present ADT (1967)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	320	1.62	518	419	450	188,550
3	207	1.62	335	271	1000	271,000
4	6	1.62	10	8	1250	10,000
5	271	1.62	439	355	3180	1,128,900
6	6	1.62	10	8	2570	20,560
				1061	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,619,010

TWENTY YEAR EWL 32,380,200

TRAFFIC COEFFICIENT 10.2

SECTION: HARMONY ROAD INTERCHANGE - CASCADE HIGHWAY

HIGHWAY: Clackamas

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as a portion of the project is thru swampy areas with a high water table. Minor subsidence is anticipated and for ease of possible maintenance Asphaltic Concrete is desirable.

F-121(2) Fern Hill-Burnside Section, of 1969
Columbia R. Hwy., E. of Astoria
#7262 (Grading and paving)

AIF 1486
K.K. 609

7262

13

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-108		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 6-21-76	County Clatsop
MODIFICATION NUMBER 4		Project Number F-121(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 10, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,357,695	$ 2,374,900
Federal funds	$ 1,498,000	$ 1,514,970.22
Other revisions		

This modification is made for the following reasons:

To include increase in constructing engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. F. Schroeder

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 896-813

Oregon State Highway Division
Salem, Oregon, June 17, 1976

Federal-Aid Project
No. F-121(2)

Fern Hill-Burnside Section
Columbia River Hwy. in Clatsop County

Revised Project Agreement Estimate.

Type Code 6204
Grade and Pave (Sta. 211+00 to Sta. 347+50)

Subtotal on Previous Estimate of October 3, 1974		$2,144,268.88
	Engineering	230,631.12
	Total	$2,374,900.00

Length of Project . . . . 2.547 Miles

Cost of Roadway Per Mile $932,430.31

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Federal Funds	State Funds
Grade & Pave	(63.66%)	$2,353,126.00	$1,498,000.00	$ 855,126.00
Grade & Pave	(78.19%)	21,774.00	16,970.22	4,803.78
	Total	$2,374,900.00	$1,514,970.22	$ 859,929.78

Prefix No. 4-1003

Contract No. 7262

Monthly transaction number 2 - 46	STATE COPY U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-16-71	County Clatsop
Modification number 2		Project number F-121(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 19 69, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,987,103	$ 2,317,100
Federal funds	$ 1,262,600	$ 1,459,700
Other revisions		

This modification is made for the following reasons:

Increase in cost due to slide

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of February, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________ ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. R. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. F-121(2)

FERN HILL-BURNSIDE SECTION OF THE COLUMBIA RIVER HWY. IN CLATSOP COUNTY

Salem, Oregon, February 10, 1971

Revised Project Agreement Estimate.

Type Code 6204
Grade & Pave (Sta. 211+00 to Sta. 347+50) (Contract No. 7262)

Subtotal on previous estimate of December 11, 1969		$1,807,367.25
Additional Approved Work EWO 11 Remove Slide Material	All Required	300,000.00
	Subtotal	$2,107,367.25
	*10% Engr. & Cont.	209,732.75
	Total	$2,317,100.00

*Reduced in accordance with Paragraph 5 (Project Field Offices) of PPM 30-6.

Length of Project - - - - - 2.547 miles

Cost of Roadway per mile -- $909,736.94

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds
Grade & Pave	$2,317,100.00	$1,459,700.00	$857,400.00
Retain in ~~Program~~ P.S.I.C. Status Work by S.P.R.R.	120,000.00	76,000.00	44,000.00
Total	$2,437,100.00	$1,535,700.00	$901,400.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 4-1003

STATE COPY

Monthly transaction number 12-43	FO R-2A (Rev. 10-68)	te Oregon
Project report number 6	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County Clatsop
Modification number 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-23-69	Project number F-121(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,675,446	$ 1,987,103
Federal funds	$ 1,038,700.00	$ 1,262,600.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate to include increase in estimated cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of December, 1969.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Division

Federal Aid
Project No. F-121(2)

FERN HILL-BURNSIDE SECTION OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Revised project agreement estimate to include increase in estimated cost.

Salem, Oregon, December 11, 1969

Type Code 6204
Grade and Pave (Sta. 211+00 to Sta. 347+50) (Contract No. 7262)

Subtotal on previous estimate of May 29, 1969 $1,524,042.25

Previous estimate

General Excavation, Unclass.	818,000 cu.yd.	$ 0.52	$ 425,360.00
Embankment Foundation Excavation	30,200 cu.yd.	1.25	37,750.00
Rock Embankment Foundation Material	131,000 ton	1.60	209,600.00
Flagging (60% of Contractor's Cost)	All Required		10,000.00
			$ 682,710.00

Revised estimate

General Excavation, Unclass.	858,000 cu.yd.	$ 0.52	$ 446,160.00
Embankment Foundation Excavation	65,000 cu.yd.	1.25	81,250.00
Rock Embankment Foundation Material	209,300 ton	1.60	334,880.00
P.A. 1 Embankment Foundation Excavation	6,768 ton	0.625	4,230.00
P.A. 2 Pipe Foundation Material	500 ton	1.60	800.00
P.A. 2 Pipe Bedding Material	1,000 ton	2.10	2,100.00
P.A. 4 Rock Backfill	19,000 ton	1.55	29,450.00
P.A. 8 Surfacing on Detour	2,200 ton	3.00	6,600.00
P.A. 12 Furnish & Install 30" CMP	220 lin.ft.	12.50	2,750.00
P.A. 13 Temporary Surfacing Road Approaches	900 cu.yd.	4.35	3,915.00
EWO 6 Slide Repair	All Required		3,000.00
EWO 7 Slide Repair	All Required		23,000.00
EWO 8 Dragline Work	All Required		2,900.00
EWO 1 Flagging (60% of Contractor's Cost)	All Required		20,000.00
SFO 5 Horizontal Drains	All Required		5,000.00
			$ 966,035.00

Increase	$ 283,325.00
Subtotal	$1,807,367.25
*Engr. & Cont.	179,735.75
Total	$1,987,103.00

*Reduced in accordance with Para. 5 (Project Field Offices) of PPM 30-6.

Retained In Program Status

Signing	All Required	$ 5,000.00
	Subtotal	$ 5,000.00
	Engr. & Cont.	500.00
	Total	$ 5,500.00

Length of Project - - - - - - - - - 2.547 miles
Cost of Roadway per mile - - - - $780,173.93

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,987,103.00	$1,262,600.00	$724,503.00
Retained in Program Status	5,500.00	3,400.00	2,100.00
Total	$1,992,603.00	$1,266,000.00	$726,603.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 4-1003

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.
6-75

PROJECT REPORT NO.
4

F M PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-10-69

STATE
Oregon

COUNTY
Clatsop

PROJECT NO.
F-121(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fern Hill-Burnside Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	2.547
OTHER (Specify)		

FUNDS Pro Rata 63.54

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,675,446	$ 1,038,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By G Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 10 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Oregon State Highway Department

Federal-Aid
Project No. F-121(2)

FERN HILL–BURNSIDE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Project agreement estimate.

Salem, Oregon, May 29, 1969

Type Code 630;
Grade and Pave (Sta. 221+00 to Sta. 347+50) (Contract No. 7262)

Furnish Field Laboratory Building	1	one	$1,000.00	$ 1,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Clearing and Grubbing	All	Required		115,000.00
Ditch Excavation, Unclassified	260	cu.yd.	3.00	700.00
General Excavation, Unclassified	818,000	cu.yd.	0.52	425,360.00
Embankment Foundation Excavation, Unclassified	30,200	cu.yd.	1.25	37,750.00
Overhaul	34,000	C-yd.sta.	0.35	11,900.00
Rock Embankment Foundation Material	131,000	ton	1.60	209,600.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Trench Excavation	7,300	cu.yd.	3.00	21,900.00
Special Backfill in Drains	2,900	cu.yd.	8.00	23,200.00
Watering	2,400	M-gal.	1.00	2,400.00
Obliteration of Roadway	30	sta.	30.00	900.00
Lime Treated Subgrade	99,000	sq.yd.	0.15	14,850.00
Lime for Treated Subgrade	1,100	ton	29.50	32,450.00
3/4" – 0 Material in Base	3,000	ton	3.35	10,050.00
Rock Shoulder Slope Material	8,000	ton	3.25	26,000.00
Plant Mix Stone Base	22,400	ton	3.25	72,800.00
Cement Treated Base Mixture	34,000	ton	3.35	113,900.00
Portland Cement in C.T.B. Mixture	2,000	ton	31.00	62,000.00
RS-1 Asphalt in Seal	58	ton	60.00	3,480.00
3/4" – 0 Aggregate in Prime Coat	170	cu. yd.	4.35	739.50
MC-250 Asphalt in Prime Coat	22	ton	50.00	1,100.00
Asphalt in Tack Coat	7	ton	60.00	420.00
Class "B" Asphalt Concrete Mixture	18,500	ton	5.95	110,075.00
Asphalt Cement in Mixture	1,020	ton	30.00	30,600.00
12-inch Culvert Pipe	780	lin.ft.	3.50	2,730.00
18-inch Culvert Pipe	2,750	lin.ft.	5.25	16,762.50
24-inch Culvert Pipe	960	lin.ft.	9.25	8,880.00
36-inch Culvert Pipe	2,300	lin.ft.	16.00	36,800.00
72-inch Culvert Pipe	250	lin.ft.	55.00	13,750.00
6-inch Drain Pipe	4,000	lin.ft.	2.00	8,000.00
8-inch Drain Pipe	14,200	lin.ft.	2.50	35,500.00
12-inch Drain Pipe	260	lin.ft.	3.75	975.00
18-inch Paved Culvert End Slopes	10	one	100.00	1,000.00
Concrete Manhole	1	one	600.00	600.00

Concrete Inlets, Type "D"	1	ea	250.00	250.00
Concrete Inlets, Type "G-2"	4	ea	250.00	1,000.00
Corrugated Metal Catch Inlets	10	ea	70.00	700.00
Extra For A. C. Concrete Approaches	26	ea	50.00	1,300.00
Extra for A.C. Concrete Curbs	5,200	lin.ft.	1.25	6,500.00
Guide Posts, "W-1"	100	ea	7.50	750.00
Guide Posts, "Y-1"	68	ea	7.50	510.00
Guard Rail, Type 1	40	lin.ft.	3.30	132.00
Guard Rail, Type 2	4,900	lin.ft.	3.00	14,700.00
Guard Rail, Type 2A	990	lin. ft.	4.25	4,207.50
Barricade, Type 2	275	lin.ft.	3.25	893.75
Guard Rail Terminal Anchors	11	ea	225.00	2,475.00
Roadside Seeding	28	acre	75.00	2,100.00
Roadside Mulching	28	acre	140.00	3,920.00
Seed Mixture	1,120	lb.	1.10	1,232.00
Inorganic Fertilizer (22-16-8)	112	cwt.	10.00	1,120.00
				$1,514,042.25
Flagging (60% of Contractor's Cost)	All Required			10,000.00
	Subtotal			$1,524,042.25
	10% Engr. & Cont.		*	151,403.75
	Total			$1,675,446.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Retained in Program Status

Signing	All Required	$ 5,000.00
Slide Correction	All Required	100,000.00
	Subtotal	$105,000.00
	10% Engr. & Cont.	10,500.00
	Total	$115,500.00

Length of Project --- 2.547 miles

Cost of Roadway per Mile --- $657,811.54

Oregon State Highway Department

Federal-Aid
Project No. F-121(2)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$1,675,446.00	$1,038,700.00	$636,746.00
Retained in Program Status	115,480.00	71,610.00	43,890.00
Total	$1,790,926.00	$1,110,310.00	$680,636.00

State Funds for Counts: Chap. 175, laws 1917; Chap 11, laws 1920;
Chap. 529, laws 1939.

State Funds for Units: Chap 529, laws 1939.

Group 1-100%

Prefix No. A-1003

FERN HILL-[illegible] SECTION

EXHIBIT NO. [illegible](2)

Nonparticipating - State Work

Utilities

Pacific Northwest Bell Telephone Company	All Required	$ 1,900.00
Pacific Power and Light Company	All Required	8,000.00
[illegible] Telephone Company	All Required	25.00
[illegible] Water District	All Required	300.00
Fern Hill Community Water	All Required	2,900.00
		$13,125.00

7262

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 688

STATE COPY

4-20-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HNO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 21	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 4/20/86	REPORT MADE BY R. Schimelfenyg, Ass't Area Engr		PROJECT NO. F-121(2)
COMPLETION DATE 10/1/70	ACCEPTANCE DATE BY CONTRACT AGENCY 4/13/71	TIME ELAPSED 113.1 %	CONTRACT TIME 350 CWD
APPROVED EXTENSIONS 43 CWD	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

RECEIVED
APR 28 1976
Office of
Assistant State Highway Engineer
Washington

NOTED
H.S. COULTER

FERN HILL-BURNSIDE SECTION
COLUMBIA RIVER HIGHWAY
Grading & Paving

Several landslides were encountered during construction of this project. The extra work involved in slide correction was the main reason for the final cost of $1,582,448.91, an overrun of 4.5 percent. Design changes and the deletion of the westerly portion of the project accounted for many of the excessive overruns and underruns of bid items. A statement of overruns and underruns is attached to the Division office copy of this report.

The westerly terminus of the project was shortened from Sta. 209± to approximately Sta 242; this change was documented in Price Agreement No. 15. Slide conditions necessitated this change in order to avoid the slide area.

Due to the level of extra work required to alleviate slide conditions, FHWA concurred in a 43-day extension of time on September 22, 1970. This resulted in no liquidated damages being assessed to the contractor.

As documented in Price Agreement #14 the base material for roadway was changed from CTB to CTB aggregate without the cement additive and 1¼"-0 plant mix stone base. Corresponding typical sections were changed from 8" of CTB to 8½" of CTB aggregate and 6" of 1¼"-0 plant mix stone base.

*NOTE: Not applicable for direct federal projects.

- more -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/21/76	TITLE District Engineer	DATE 4/28/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Compliance reviews conducted throughout the length of the contract indicated that the contractor conformed with contract requirements relative to wage rates, payroll submissions to the State, EEO provisions, and other labor provisions.

STATE COPY

RCS 33-30-2

FORM PR-47
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

BUDGET BUREAU NO. 41-R2274
APPROVAL EXPIRES SEPTEMBER 1, 1972

STATE **Oregon**
STATE CODE ______ [1]
COUNTY **Clatsop** (**R**)[2]
FEDERAL PROJECT NO. **F-121(2)**

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	
	CONSTRUCTION TYPE CODE	6201		DATE STARTED May 23, 1969
20	FINAL CONSTRUCTION COST	$ 1,643,190	$	DATE COMPLETED October 1, 1970
21	LENGTH OF PROJECT	2.547 MI.	MI.	TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	~~TON~~^{3} CU. YD.	129,038	
3	BITUMINOUS MATERIAL	GAL.	198,000	
4	LUMBER	MFBM	12	
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		
11	READY-MIXED CONCRETE	CU. YD.	14	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,584	
15	AGGREGATES PRODUCED	TON^3 CU. YD.		
16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.	2,870	
19	BRIDGE RAIL	LIN. FT.		
9	PETROLEUM PRODUCTS	GAL.	238,051	
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	191,505	
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		
30	LABOR	TOTAL MAN HOURS 50,297	GROSS EARNINGS 335,257	

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	6	4,340
	8	14,940
	12	665
	18	1,664
	24	1,150
	30	236
	36	2,896
	72	186
	16	100
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

[1] By BPR. [2] Insert "U" or "R" for Urban or Rural. [3] Strike out unit not applicable.

EDITION OF 9-66 MAY BE USED

(Remarks: Attach plain sheet of paper)

USCOMM-DC 15941-P67

INST TIONS FOR PREPARING AND TRANSMITTING FO R-47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, and highway work under the direct supervision of the Bureau of Public Roads.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original of** Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

The letter "U" or "R" respectively, is to be inserted at the top of the form immediately following the name of the county to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Public Roads division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error or omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made under "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY BUREAU OF PUBLIC ROADS OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Item 2 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon. On projects consisting of fencing, signing, or lighting only, comparatively small quantities of fuel and lubricants used need not be reported.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Item 15 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs and delineators including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

USCOMM-DC 18941-P67

FORM PR-47 (REV. 9-67)

7262

March 30, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
Nos. F-121(2) and
ER-228(1)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7262, Work Completed October 1, 1970

Project Fern Hill-Burnside

Highway Columbia River

County Clatsop

Acceptance: Transportation Commission April 13, 1971

Federal Highway Administration October 15, 1970

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, are attached.

Statement of Materials & Labor, Form PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DC:bb
cc: R. Hacek
R. D. Church

7262 5

Salem

December 10, 1973

C. O. Fredrickson
Regional Engineer

L. H. Young
Office Engineer

Completion Dates of
Participating State Force Work

Federal regulations require that all participating work done under State Force Order, either by our State personnel or others, be completed prior to Federal Highway acceptance of any Federal-aid project.

Please indicate the current status of the listed Change Orders and return one copy to this office.

Contract Number	Contract Work Completed	State Force Order Number	Completion Date Actual	Completion Date Estimated
7262	10-1-70	8	______	______
		*11	______	______
7346	8-17-72	12	______	______
7353	11-13-71	8	______	______
7481	10-25-72	1	______	______
7550	11-21-72	5	______	______
		6	______	______
		9	______	______
		10	______	______
7692	11-29-72	1	______	______
		2		

We also need a Statement of Overruns and Underruns on Contract 7550.

*Change Orders involving railroad work require only the completion date of the physical work.

DNW:pr

5

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JAN 12 1973
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1859

OREGON STATE
HIGHWAY DIVISION

E. Salem Highway Building, 2960 E. State St., Salem, Ore., 97310

7262

January 11, 1973

Mr. Alfy Larsen, Grade 7
Astoria Junior High School
1100 Klaskanine
Astoria, Oregon 97103

Dear Mr. Larsen:

The Highway Department Newspaper Clipping Service has brought to our attention the complaint which you wrote and was published in the DAILY ASTORIAN on December 13, 1972.

We, as you know, encountered a difficult landslide as we were constructing the later section of the Lower Columbia River Highway near Fernhill. We are presently studying the alternatives for our continued construction and this work is taking considerable time.

I will ask our District Engineer, Mr. Eldon Everton, in Astoria, to continue his improvements to specific sections which are affected by the slide in order to minimize bumps which this slide creates. We will be continuing with our studies to the solutions of the problem of the highway entering Astoria and hopefully these studies will be completed in the near future.

Thank you for your interest in this somewhat large and complex problem.

Very truly yours,

ORIGINAL SIGNED BY J. B. BOYD

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: R. L. Schroeder ✓
Eldon Everton

NOTED
R. L. SCHROEDER

RECEIVED
JAN 11 1973
Office of
Assistant State Highway Engineer

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
JUL 7 - 1971
FOR FILING

F-121(2)

7262

June 30, 1971

Mr. David H. Moehring
Right of Way Engineer
117 State Highway Building
Salem, Oregon 97310

Re: State vs. Walter Grove, et al
(L-6008 R-38197)
Fernhill-Burnside Section
Columbia River Highway.

NOTED
F.B. KLABOE

Dear Mr. Moehring:

This case is in the process of being settled by negotiation.

Attached herewith is a settlement report which explains the basis for the settlement.

Settlement was made on the basis of the taking and the damages both general and special, including damages from sliding or subsidence todate. Defendant does not waive claims for future damage resulting from sliding or subsidence due to highway construction.

Purpose of this memo is to call attention to the need to make such tests and observations as are necessary to determine what, if any, future damage to the remaining property, buildings, sidewalks, concrete slabs, etc. located thereon are a result of highway construction.

The stipulation for settlement gives the Highway Division, it's agents and employees the right to go on the remaining property and into the buildings thereon to make such tests and observations as are necessary to determine any future damage.

Very truly yours,

LEE JOHNSON
Attorney General

Donald J. Howe
Assistant Attorney General
Trial Division

DJH:jm
cc: L. I. Lindas
E. S. Hunter
A. E. Johnson
W. P. Milne
W. K. Charlesworth
L. Weber
W. R. Fretwell
J. E. Chidsey
J. C. Jenkins
F. D. Morgan
R. N. Bothman
R. D. Asburry
Tom Edwards
F. B. Klaboe

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REPORT OF SETTLEMENT

WALTER GROVE, et al

The property involved in this case had been used as a home, a poultry farm and a poultry slaughtering operation. It had also been used to raise a small number of beef cattle.

Defendant had started with a small operation and increased it to its present capacity, about 180,000 birds a year.

The taking in this case of 2.9 acres left 1.9 acres with a home north of the right-of-way and 2.7 acres to the south with the chicken raising and slaughtering operation on it. A deep cut separated the severed remainders.

The appraisals in this case are as follows:

Name	Date	Entire Value	Remainder Value	Value
Meyer	6-26-69	67,500	43,000	24,500
Charlesworth	3-20-68	68,500	52,472	16,035
Gainer	8-25-68	47,500	33,950	13,550

There is no significant difference in the value of the taking. In valuing the improvements, Mr. Gainer was at $3,000 lower than the other appraisers who were about $500 apart.

The major difference was in the damages to the remainder, which Mr. Meyer estimated to be about $9,000 greater than found by the other appraisers. The major items considered by Mr. Meyer were $5,000 to improve a substandard three room house on the southerly remainder to make it habitable and thereby make this remainder saleable and $2,120 damages because the taking prevented future expansion.

Access between the house and chicken operation will be by frontage road. The distance by frontage road will be about 1/2 mile.

There will undoubtedly be inconvenience in farming because of the separation. This is especially true in raising small chicks in brooders. Our appraisers appraised on the basis that the parcels could be sold off separately and they assessed no inconvenience damage. This approach has never been successful in jury trials, in cases through the state.

The taking will prevent the raising of beef cattle and prevent the expansion of the chicken operation.

Defendants complained of damages as a result of sliding or subsidence of the remainder property as a result of the highway cut. They apparently had photographs which purported to show cracks in structures resulting from construction. This creates a problem because the slaughter house is subject to federal inspection and cracks may create a health hazard.

In pretrial it was ascertained that Mr. Meyer had not ascertained the location of the drainfields and had not damaged them. Mr. Charlesworth had damages of $918 for this item.

Mr. Meyer also did not value trade fixtures in his appraisal, but estimated $500 for trial purposes.

Adding these two figures plus interest on the amount not paid in the deposit from the date of possession and a reasonable attorney fee based upon the difference between the deposit ($17,700) and our testimony, these costs would amount to approximately $30,000.

The additional expenses of trial together with the exceptionally great hazards of this type of case make the settlement of $33,000 in the best interests of the state.

The settlement is based upon the value of the taking and all damages, general or special which have occurred to the date of taking. The defendant has not waived any claim for future sliding or subsidence on the remainder as a result of construction and this is so stated in the stipulation of settlement.

It was also stipulated that the agents and employees of the Highway Division could inspect the property and buildings and make such tests and observations necessary to determine if sliding (in any) in the future resulted from highway construction.

In my opinion this stipulation is no more than a statement of the law as it is. In Kropitzer v. City of Portland 237 Or. 157 the court held that the taking of lateral support is a taking of property and just compensation must be paid. We must then pay for damages, if any, which resulted from past sliding at the time the case is tried.

Future sliding is speculative. Bill Fretwell, geologist had slide indicator tests in April and May of 1971 which were negative. He also indicated that this was a different geological situation than other state areas because the property is more stable as a result of being separated from the Columbia River by Burnside point. Bill Milne, Soils Department did seismographic tests which indicated more vibration from a compressor located on the roof of the slaughter house than from traffic on the highway. It is my understanding that the Shannon and Wilson study does not predict slides in this area.

There is consequently no yardstick to measure any future sliding unless we took the entire property. The information we have negates this approach. With data obtained by geologists soil scientists and structural engineers we should be able to determine what, if any, damage results from future slides.

c

RECEIVED
APR 28 1971
FOR FILING

F-121(2)
7262

April 26, 1971

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $7,622.21 will be made to Slate-Hall on Contract No. 7262 for work on the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,031,435.80, including the post-final payment. Of the total, $384,213.02 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Seaboard Surety Company
100 William Street
New York, New York

Great American Insurance Co.
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Slate-Hall
7808 S.W. 40th Avenue
Portland, Oregon 97219

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

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APR 27 1971
FOR FILING

E-121 (2)
7262

April 26, 1971

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Wallis-Reed-Wood-Root Company
412 Pittock Building
Portland, Oregon 97204

Gentlemen:

On April 14, 1971, we wrote to you concerning release of final payment on Contract No. 7262 awarded to Slate-Hall for grading and paving on the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

Final payment on this contract is $4,010.90 and the total contract amount is $2,023,833.39, including $380,569.99 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ll

cc Slate-Hall
7805 S. W. 40th Avenue
Portland, Oregon 97219

Great American Insurance Company - Seattle
Seaboard Surety Company New York

bc F. D. Morgan
L. D. Marchant
R. D. Asburry
V. E. Skoog
Attn: John Kerr

F-121(2)

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7262

STATE COPY

G-1F

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 4-23-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
TITLE Dist. Engineer
DATE 5-18-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name FernHill-Burnside Date April 23, 1971

Highway Columbia River Contract No. 7262 F. A. Project No. F-121(2)

County Clatsop Prefix 4-1003 Account No. 235-05

Description of Work To Be Done: Vertical and horizontal drilling to locate and drain water from slide area.

Location by Station Numbers: 215 - 260

Estimate of Quantities and Costs:

Previous orders	$15,000
Add'l this order	$7,000
TOTAL TO DATE	$22,000

NOTED
TOM EDWARDS

Explanation: State forces staffed and equipped to do this specialized work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,450,200.00

Present estimate of project cost, including $7,000 for work under this order $2,530,500.00

Expected ~~under-run~~ over-run (amount) $80,300.00

Expected ~~under-run~~ over-run (per cent) 3.3

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended:

Approved:

5-21-71

~~This order does not constitute authority for expend~~

RECEIVED
APR 14 1971

FOR FILING

F-121 (2)
7262

April 14, 1971

[illegible] Company
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

Contract No. 7262 awarded to [illegible]-Hall for work on the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County was completed October 1, 1970, and accepted by the Highway Commission on April 13, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April [illegible], 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc [illegible]-Hall
7825 S.W. 40th Ave.
Portland, Oregon 97219

Great American Ins. Co.
2030 Sixth Avenue
Seattle, Washington 98121

Seaboard Surety Co.
100 William St.
New York 38, New York

Frank Morgan
Ivan Merchant
V.E. [illegible]
Attn: John Kerr
R.D. Asbury

RECEIVED
APR 14 1971
FOR FILE

F-121(2)
7262

April 13, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 1, 1970 on Contract No. 7262. The contract was with Slate-Hall and was for grading and paving on the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 13, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L.H. Young
R. D. Asburry

JK:fw

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MAR 31 1971
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

F 121(2)

E. Salem Highway Building, Salem, Oregon 97310

7262

March 25, 1971

NOTED
A. E. JOHNSON

Bonneville Power Administration
1002 N.E. Holladay Street
P. O. Box 3621
Portland, Oregon

Subject: Access Road
FernHill-Burnside Section
Columbia River Highway
Clatsop County

Attention: John Mulchay

Gentlemen:

Reference is made to our telephone conversation of March 19, 1971 requesting permission to use the Bonneville Power Administration's access road between the West Twilight Cr. Road on the east, Bonneville Power Administration Tower numbered Line 1; Mile Point 35, Tower #6, A Y 191 and Claremont Road on the west, Bonneville Power Administration Tower numbered Line 1; Mile Point 37, Tower #4, A Y 201.

The road will be used during the time exploratory drilling is being done in the slide area of the above named section.

Very truly yours,

R. D. Asburry
REGIONAL ENGINEER

by
F. W. Sugnet
F. W. Sugnet
REGIONAL UTILITY ENGINEER

F.B. KLABOE

FWS/jc

cc: F. B. Klaboe✓
Loren Weber

RECEIVED
MAR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1971
FOR FILING

F-121(2)
7262

4K

BURLINGTON NORTHERN

Burlington Northern Inc.
American Bank Building
Portland, Oregon 97205

ROGER J. CROSBY
Vice President and Regional Counsel

Delbert W. Johnson
Assistant Regional Counsel

James Warren Cook
General Attorney

RAILROAD COMPANIES
FILE No. 611

March 23, 1971

Mr. L. I. Lindas
Assistant Attorney General
Chief Counsel
Oregon State Highway Department
Salem, Oregon

Re: Fern Hill Slide Agreement

Dear Mr. Lindas:

Enclosed is the original of a letter from our Mr. B. G. Anderson, Assistant Vice President Engineering, transmitted to you through this office. It approved the amendment to our earlier agreement considering the new limits of the slide on the Astoria Line. Also enclosed is a copy of the original agreement on which the changes have been made and on which Mr. N. M Lorentzsen, our Operating Vice President, has placed his initials in evidence of his approval.

With this our agreement has been fully amended and we thank you for your cooperation.

Yours sincerely,

Delbert W. Johnson

Delbert W. Johnson

DWJ/djk

BURLINGTON NORTHERN

ENGINEERING DIVISION

176 East Fifth Street
St. Paul, Minnesota 55101
Telephone (612) 222-7773 or 224-5588

March 16, 1971

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Attention: Floyd Query, Secretary

Reference is made to Fern Hill Slide Agreement dated December 30, 1970.

Amendment made by the Oregon State Highway Department on Page 2, Paragraph "I", revising mile post limits from milepost 93.2 to 91.5, is acceptable to Burlington Northern, Inc. The revision has been initialed by Mr. N. M. Lorentzsen, Operating Vice President of Burlington Northern, Inc.

Yours truly,

B.G. Anderson

B. G. Anderson
Asst. Vice President Engineering

DJ:gvv

File: Astoria, Oregon
330

Salem, Oregon
February 18, 1971

Agenda Item 4k
February 16 Commission meeting

Mr. L. I. Lindas
Chief Counsel

BUILDING

As requested, attached are two copies of a revised agreement covering slide corrective measures on the Lower Columbia River Highway in the Fern Hill area.

As authorized by the Commission, I have changed the milepost to read M.P. 91.5, as well as initialing and dating the revision, on page 2 of the agreement.

In Delbert Johnson's letter of February 16 to you, he asks for a copy of the Commission's authorization for amendment of the agreement. Attached is a copy of an excerpt from the minutes of the Commission meeting of February 16.

A xerox copy has been retained until Burlington Northern initials and returns a copy of the agreement for the Commission's files.

Floyd Query, Secretary

fhm
Atts.

cc Ted Litchfield

HK
2-16-71

MINUTE ENTRY OF FEBRUARY 16, 1971, COMMISSION MEETING

The Commission considered a revision in an agreement with Burlington Northern, Inc., covering slide corrective measures on the Lower Columbia River Highway in the Fern Hill area east of Astoria in Clatsop County. The Engineer recalled that the original agreement was confirmed at the January 7, 1971, Commission meeting, however, since that time the slide has progressed in an easterly direction and he recommended a change in the agreement concerning milepost limits as follows:

> On page 2 in paragraph 1 on the fourth line from the bottom change the sentence which reads from "M.P. 93.2 to M.P. 93.7" to "M.P. 91.5 to M.P. 93.7."

The Commission approved the change and authorized the Secretary to initial it.

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN [illegible] ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Bldg.
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

February 4, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
Room 138
State Highway Building

Re: Fern Hill Slide Agreement
State of Oregon, by and through its Highway Commission
with S.P.& S. Railway and Burlington Northern, Inc.

Dear Tom:

With respect to amending the above agreement, entered into between the parties on December 30, 1970, to include additional area which has been affected since the original earth movement, I suggest making the following change:

On page 2, paragraph I, four lines from the bottom of the page, change the sentence which now reads:

"From milepost 93.2 to milepost 93.7"

to

"From milepost 91.5 to milepost 93.7"

This may be done by interlineation by the Commission Secretary, dated and initialed, after securing Commission consent to so do.

The amended agreement should then be initialed by the other parties to the agreement or their representatives.

Mr. Del Johnson, counsel for the railroads, has consented to this procedure.

Very truly yours,

LEE JOHNSON
Attorney General

Lindas

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

RECEIVED
FEB 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIL:hg
Attachment

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

Johnson 11 [illegible]
10 [illegible]

January 11, 1971

Al Johnson -
Ple. [illegible] & handle

Ex. 25

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

On December 29, 1970, my Track Engineer, E. P. Straughan and Roadmaster Melonas, ~~was~~ making a Hy-rail inspection trip over the 7th Subdivision of the Burlington Northern between Portland and Seaside, Oregon. They noted that at MP 92.75 to MP 92.9 about 0.3 of a mile east of slide, track had shifted upward and out of line in four spots, 2-1/2" up and 1-1/2" out of line. This is a cut and a side hill about 300 to 400 feet from the new highway recently constructed.

In examining the cut areas on both sides of the highway, they found only one crack above highway about opposite railroad Milepost 92.9 where slope had dropped about ten inches (10") for a distance of 40 to 50 feet. Balance of track, MP 93.3 to MP 93.7, was only slightly raised and out of line from last Monday's correction.

Mr. Weber, Resident Engineer, Oregon State Highway, Astoria and your Mr. Walker, Construction Engineer, were taken over the area that day on the Hy-rail car and advised our Track Engineer, Mr. Straughan, that the railroad should take immediate steps to arrange for correction showing time and equipment against the State.

I understand that this particular area now in question, had moved in January 1970 and had no further movement until December 29, 1970. And this area was reported to Resident Engineer Weber on or about February 1, 1970.

It is my suggestion that our attorney, Mr. Crosby, discuss this matter further with your council, Mr. Lindas, and make arrangements for supplementing the present agreement that is in our St. Paul offices for signature covering the present slide at Milepost 93.5.

NOTED
TOM EDWARDS

It would appear to me that an extension of the Milepost limits would only be needed in covering this part of the trouble from Milepost 92 west. Your immediate concurrence to this would be appreciated.

Very truly yours,

H. F. Moy
Regional Manager Engineering

HFM:pae

File: A-37

RECEIVED
JAN 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-121(2)
7262

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION FernHill-Burnside	WEEK ENDING March 6, 1971
		SECTION PREFIX 4-1003
	HIGHWAY Columbia River	COUNTY Clatsop
NAME OF JOB FernHill-Burnside	KIND OF WORK XXXXXXXXXXXXXX Grading and Paving	
CONTRACTOR Slate-Hall	CONTRACT NUMBER 7262	FEDERAL AID PROJECT NUMBER F-121(2)
DATE OF CONTRACT May 20, 1969	DATE WORK STARTED May 23, 1969	ESTIMATED COMPLETION DATE March 6, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 350	WORK DAYS USED CALENDAR DAYS USED 393
PROJECT AUTHORIZATION: $2,450,200.00	SPECIFIED COMPLETION DATE Time Ext. Granted 393	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $2,241,866.63	ENGINEERING AUTHORIZATION $208,333.37 Week 2,029	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 93
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING * $2,513,765.00	ENGINEERING COST TO DATE * $212,542 Corr. To IBM Run	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: OVERRUN XXXXXX 2.6 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: Contract: Oct. 1, 1970 Temp. Slide Corr.:March 6,'71

Includes SFO #5:Drill work & Sfo #11 Railroad repair & EWO #12-D

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	EWO #11	EWO #12-D

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS XXXXXXX	XXXX
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	Semi-Final previously submitted				
MILES COMPLETED	on contract items.				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				$300,000.00	$39,550.00
TOTAL QUANTITIES CORRECTED TO DATE				"	"
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				$220,000.00	$37,500.00
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 backhoe, 2 cats.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Showers			
WEDNESDAY	Showers			
THURSDAY	Snow Flurries			
FRIDAY	Cloudy			BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
3-1 MONDAY	No work by the contractor. The Railroad had 8 men plus the ballast tamper and aligner working to smooth up the ride below Belchers & Fornas'. The train came through at around 11:00 A.M. at an estimated speed of from 10 to 15 MPH
3-2 TUESDAY	No work. The contractor is preparing some of his equipment for move out. The RailRoad had 9 men, plus equipment adjusting the track in the same general area as yesterday.
3-3 WEDNESDAY	The contractor attempted to push off some of the mud in the waste area but was unsuccessfull due to the excess moisture content of the material. Contractor began moving his equipment off the job. No work by the RailRoad.
3-4 THURSDAY	The contractor performed some clean up and drainage work which brings them to all that can be done until the ground dries up. Probably next summer. The RailRoad had their crew working below the Belcher-Fornas area, smoothing up the grade. The state drill crew has continued their work in the Osterholme cut area.
3-5 FRIDAY	No work by the contractor or state crews today. The railRoad crew worked in the same area as yesterday. All the contractor's equipment has been moved out except the Boom Truck, The Backhoe and The Dragline.
3-6 SATURDAY	

REMARKS

This will be the last weekly report as all of the work planned has been completed and the Semi-Final estimate on the main contract has been submitted.

Some half round pipe was delivered on Friday. Said pipe to be used to flume the water away from the horizontal drill holes below the Osterholme place.

There still have been no billings received from the RailRoad people to date.

SIGNED Loren LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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FEB 8 - 1971
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E-121(2)
7262

February 8, 1971

Oregon State Highway Commission

Gentlemen:

At the January meeting, you approved an agreement with Burlington Northern, Inc. having to do with slide corrective measures to be taken as a result of a slide developing from reconstruction of the Lower Columbia River Highway in the Fern Hill area easterly of Astoria.

Since that agreement was approved, the slide has progressed easterly and it is necessary to revise the agreement accordingly. The pertinent revision concerns the mile post limits of the agreement. This change is as follows:

On page 2, in paragraph 1, four lines from the bottom of the page, change the sentence which now reads "...from M.P. 93.2 to M.P. 93.7"... to "...from M.P. 91.5 to M.P. 93.7..."

This change may be made by interlineation by the Commission Secretary, dated and initialed.

I recommend your approval of this change and request authority for the Secretary to make the interlineation in your behalf.

This matter will be on the agenda for the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Hal F. May
Dalbert W. Johnson
bc: Floyd Query, Tom Edwards, F. B. Klaboe, A. E. Johnson, V. D. Wolfe
F. D. Morgan, R. D. Asburry

TE:ja sr

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FEB 1971

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

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FEB 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-121 (2)
7262

DATE: February 5, 1971

In reply refer to: 08-35.1

: Files

: R. E. Simpson, Division Engineer

NOTED
A. E. JOHNSON

CT: Oregon F-121(2), Fern Hill - Burnside Section, Columbia River Highway
Slide Activity

On February 4 in company with A. E. Johnson, Frank Morgan, and John Walker, OSHD, I made a review of the slides on the subject project. As a result of this inspection it was agreed:

1. Spring areas and other soft areas requiring additional drainage would be opened up by means of a dragline.

2. Unloading of the slide material would terminate at the end of this week.

3. Piping that was commenced on the east side to carry the water running down the edge of the road would be extended to cross-drain, and the spring areas at the upper end would be drained by means of underdrains.

4. Slide areas would be shaped up by use of a Cat dozer so that areas showing cracking would be filled and drainage would be over or through subject areas rather than into the disturbed areas.

5. Controls would be placed so as to determine when slippage has taken place and the extent of the slippage.

6. Drilling work underway in the west slide will be terminated and the drilling crew moved into the east slide. After horizontal drains are placed in this slide, drilling would be moved back to the west slide at the elevation above the road and in the vicinity of the houses, for the purpose of determining if there is additional water at this elevation. If the exploratory work develops the need for additional drainage it will be placed.

considerable water found!

7. A marine biologist - possibly through the Oregon Fish or Game Commissions - would be obtained to study the marine life along the edge of the bay so that the information would be available for consideration when the consultant makes recommendations for alternate routing.

Copy to Morgan
2-12-71

Simpson:nig

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-1-21-21

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FEB 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-11R

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-27-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
TITLE Dist. Engineer
DATE 2-12-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name FernHill-Burnside

Date Jan. 29, 1971

Highway Columbia River

Contract No. 7262

County Clatsop

Prefix 4-1003

Contractor Slate-Hall

F. A. Project No. F-121(2)

Address Slate-Hall 7805 S.W. 40th Ave. Portland, Ore. 97219

Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Temporary drain ditches plus corrective work necessary to repair existing drainage structures including the xxxxxxxxxxxxx removal of slough material which has plugged the inlets and repairs to the existing roadway where sliding has ruptured the pavement.

Location by station numbers: 228 - 347+50

Estimate of quantities and cost:

Equipment Rental	$15,000
Labor	9,000
Materials	10,000
Contractor's percentages	5,550
TOTAL	$39,550

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide reactivated, mainly as a result of above average rainfall in a concentrated time interval. This area had been completed and appeared to be stabilized.

Corrective work anticipated beyond that normally expected at bid prices and must be done during winter months, thus increasing the unit costs in such a manner that estimating these would be utterly impossible. This order covers the move in and move out of what (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,150,200.00
Present estimate of project cost, including $39,550 for work under this order	$2,507,550
Expected XXXXXXX over-run amount	$357,350
Expected XXXXXXX over-run per cent	16.6

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: R. D. Division Engineer

Approved: State Highway Engineer

2-16-71

Additional equipment may be necessary to handle this specific work. AGC rates for equipment and personnel shall apply.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Swan
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FEB 4 1971
CONSTRUCTION
DIVISION

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JAN 29 1971

F-121(2)
7262

January 26, 1971

Oregon State Highway Commission

Gentlemen:

The Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County (Contract No. 7262 with Slate-Hall) has been the scene of major slide removal and necessary construction work. The original authorization for this project was in the amount of $2,150,200. It is estimated that temporary slide corrective measures will require an additional $300,000 over and above the original project authorization. I recommend your approval of this amount.

This item will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Amburry

TE:ms fn

Form E-378 (Rev. 10-68)

F-151(2)
7262

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Fern Hill-Burnside Date January 18, 1971

Highway Columbia River Contract No. 7262

County Clatsop Kind of Work Grading and Paving Contractor Slate-Hall

	Original Authorization	Authorized By Hwy. Comm. 11-18-69	Estimated
Contract Amount	$1,514,042.25	$1,683,836.00	$1,567,434.63
Anticipated Items	128,017.00	209,573.60	224,432.00
Contingency (4½%)	73,892.66	91,513.03	450,000.00
Engineering	131,364.74	165,277.37	208,333.37
Credits			
PROJECT COST	$1,847,316.65	$2,150,200.00	$2,450,200.00

NET INCREASE $ $ 300,000.00 13.95%

APPROVED BY
STATE HIGHWAY COMMISSIO
DATE 2-16-71

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
(U) EWO 11, Slide Removal	$300,000.00	+	$300,000.00
(U) EWO 11, Railroad Protective Costs	150,000.00	+	150,000.00

Principal reasons for overruns (Continue on reverse side): Major slide removal and corrective work added after all contract work completed.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Loren Weber
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by R. D. Asburry
Division Engineer

Noted by
Deputy or State Highway Engineer

SP*28760-784

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F-121 (2)
7262

Salem, Oregon
January 15, 1971

Agenda Item 4j
January 7 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield

RAILROAD COMPANIES
FILE No. 699

As requested, attached for further handling is the fully executed original of an agreement with Spokane, Portland and Seattle Railway Company and Burlington Northern Inc., for corrective work caused by a slide on the Lower Columbia River Highway near the community of Fern Hill.

At Mr. Edwards' request, we are furnishing Al Johnson with three xerox copies. We have retained a xerox copy until the original is returned for the Commission's files.

Floyd Query, Secretary

fkm
Att.

cc Tom Edwards
A. E. Johnson

Agreement in
Feb agenda
material

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1970

AGENDA
JAN 7 1971
4

Oregon State Highway Commission

Gentlemen:

Near the community of Fern Hill on the Lower Columbia River Highway, which is a short distance easterly of Astoria, we have encountered a rather massive land slide. We are removing what material is necessary under the existing federal-aid project; however, the earth movement has caused some damage to the Burlington Northern railroad and additional corrective work will undoubtedly be necessary by them.

An agreement has been prepared outlining the understanding between Burlington Northern, Inc. and the State concerning this emergency, which will be on the agenda for the January 5 meeting. Because of the emergency nature of this situation, advance verbal approval and authorization for the Secretary to sign the agreement for and on your behalf was secured from Chairman Jackson on this date. I recommend your confirmation.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Floyd Query - Please expedite agreement
Tom Edwards
F. B. Klaboe
A. E. Johnson
F. D. Morgan
Jack Sollis
R. D. Asburry

signed by F.Q. 12-14-70

12-15-70
2 orig. to Marie in Adm
TL has 3 xerox

Johnson took to RR in Port.
RR sent to Minn. agreements to be signed

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JAN 21 1971

F-121(2)
1262

SP*92608-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1971

SUBJECT: Fern Hill Slide Unloading
Fern Hill-Burnside Section
Columbia River Highway
January 12, 1971

To: MEMO TO THE FILES

NOTED
A. E. JOHNS

SEE ATTACHED SKETCH.

The unloading of the Fern Hill Slide is now beginning to show good progress. Weather conditions are not aiding the work, but to date have not materially slowed it with exception of some of the clearing at the waste area. This area is experiencing heavy snow, 12 to 15 inches plus, at the project area.

The loading floor area is now increased in size at the northwesterly base of the slide as to allow two loaders and 12 trucks to operate. The 12 trucks are about the maximum under present conditions that can economically operate on the relative ly short haul and unloading room area. Three D-8 Cats are on the upper westerly 300 feet of the slide area pushing material down to the loading operation. This pushing operation is working very well with the material somewhat sliding to the loaders at the lower part or base of the slide area. The Cats are pushing down some 300 feet from the top break of the slide and have to date opened up an area about 300 feet wide. Underneath footing is good and they are working to a maximum efficiency. As this operation is now beginning to catch up and surpass the amount pushed down that is necessary to keep the loading operation moving, one Cat will now start to work easterly opening up more top area. Soon another pusher Catt will be added to the top area so that the area can be further expanded and the slide material removed in a more balanced overall area. It is thought at this time it is a more economical operation to push the material down to the loading operation even though the length of pushing will increase as the area is opened up easterly.

Only about an average of 200 feet more pushing is involved to get the easterly portion. An alternate of extending the base loading area easterly would involve hauling a considerable amount of quarry rock for road and additional loading area and also the base area easterly is in an unstable swamp

NOTED
TOM EDWARDS

area which would necessitate an estimated three to four feet of rock to hold up the equipment. The cost of this, estimated to be near $10,000 plus, will pay for an extra pusher Cat for some time. So we will go this method now and watch it closely.

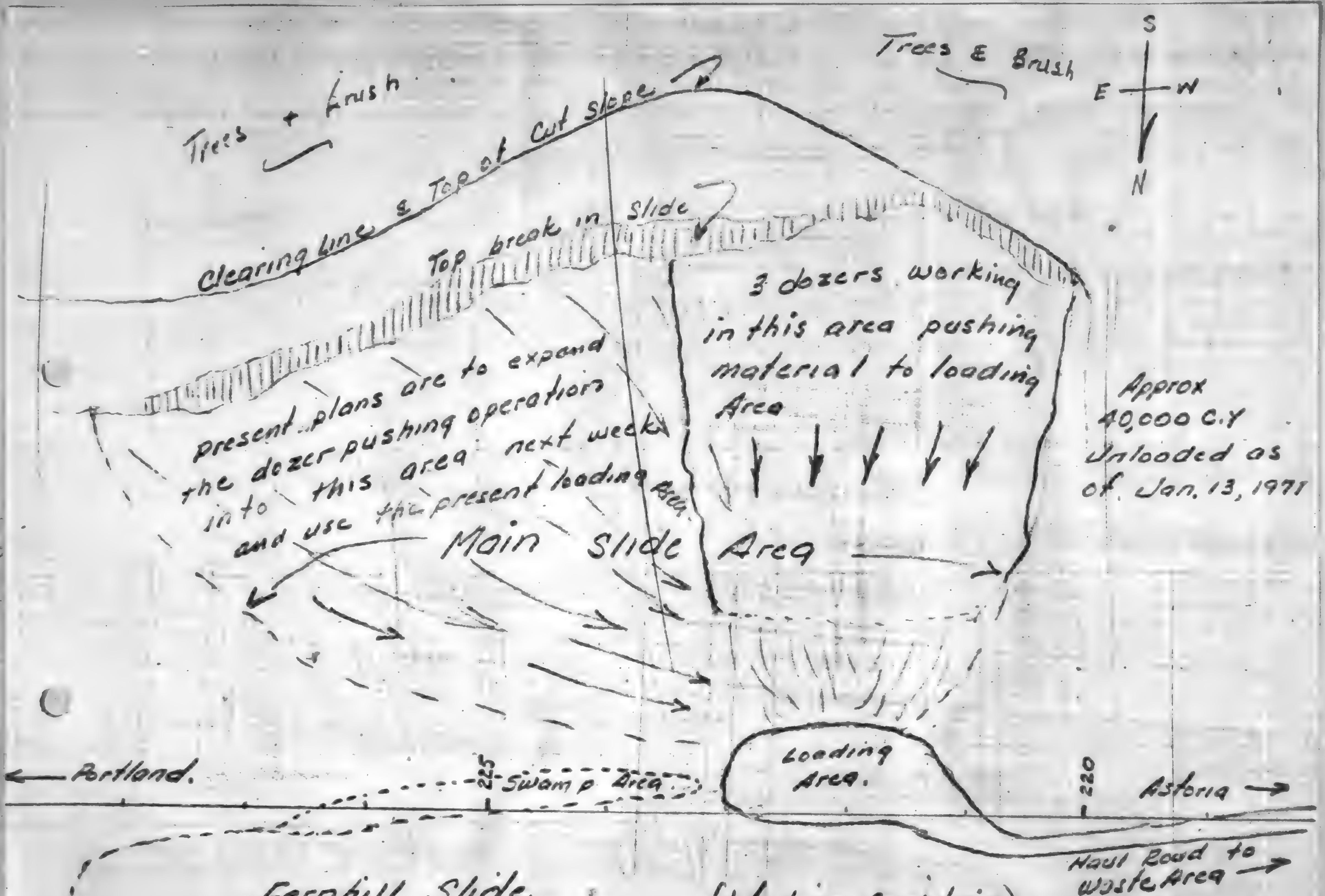
Some 40,000 cubic yards has been moved to date of the slide material at an estimated cost of $1.00 per cubic yard. Approximately $60,000 has been spent on haul road and loading and unloading platform areas, rocking and stabilization in addition to the $1.00 per cubic yard unloading costs.

There has been no major movement of the earth at the areas of the railroad and existing highway for several weeks although some minor shifts have been noted. Trains are operating through the area on a slow order and the railroad personnel are keeping a close watch on the area. Very little railroad maintenance has been done this last week. The railroad is now supplying our Resident Engineer with a record of manpower, equipment and materials used by them for maintenance of the tracks at this area.

John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc: A. E. Johnson
R. D. Asburry
Loren Weber

RECEIVE
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGIN


Trees + Brush
Trees & Brush
S
E
W
N
Clearing Line & Top of Cut Slope
Top break in Slide
3 dozers working in this area pushing material to loading Area
present plans are to expand the dozer pushing operations into this area next week and use the present loading Area.
Main Slide Area
Approx 40,000 C.Y Unlooded as of Jan. 13, 1971
Portland.
225
Swamp Area
Loading Area.
220
Astoria →
Haul Road to Waste Area →

Fernhill Slide
Fernhill - Burnside Section
Columbia River Hwy.

Working Conditions
as of
Jan. 13 1971

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JAN 8 1971

FOR FILE
E-121(2)
7262

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1971

SUBJECT:
Fern Hill-Burnside Project
Fern Hill Slide

To:

MEMORANDUM TO THE FILES

USC&GS Triangulation Station Langevien is located in the center of the current slide area between the existing highway and the railroad.

Langevien was originally established in 1947. It was reoccupied in 1965 jointly by OSHD and USC&GS personnel and was found to have moved approximately 1-1/2 feet in a northerly direction.

Langevien was occupied again December 22, 1970, by OSHD, and was found to have moved approximately 9 feet in a northerly direction since 1965. Documentation of the above is on file in the Photogrammetry Unit.

Fred Jeter
Fred P. Jeter
Photogrammetric Engineer

FPJ:ia

cc: L. H. Young
F. D. Morgan
G. C. Wills

y

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OCT 6 - 1971
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F-121(2)
7262

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 23, 1970

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: File No. 43490
Oregon Lumber Export Company
Fernhill-Burnside Section
Columbia River Highway
Clatsop County

NOTED
A. E. JOHNSON

At 9:00 A.M. this morning, I met in Mr. Edwards' office with Ray Asburry, Leonard I. Lindas, A. E. Johnson and Mr. Edwards.

I outlined the demands of Oregon Lumber Export Company for the use of their property as a waste disposal area. Mr. Edwards authorized me to offer $1,800 per acre for a two year use permit.

I called Mr. Lowell Patton, President of Oregon Lumber Export, and worked out the following agreement:

1. State to pay $18,000 for the use of 10 acres as a waste disposal site for a period of two years. The area to be used shall be selected by the Highway Division;

2. State to have the option to use an additional 10 acres, or any portion thereof, at a rate of $1,800 per acre. The area used shall be selected by the State;

3. Prior to the termination of this agreement, the State will put the surface of the filled area into a usable condition by performing one of the following:

   A. Leaving the rock surfacing in place;

   B. Removing the rock surfacing;

   C. Covering surfaced area with 3' of random fill.

   The method used to restore the property shall be selected by the property owner.

NOTED
TOM EDWARDS

4. The filled area shall be sloped in a manner that will eliminate all drainage pockets.

After talking with Mr. Patton, I again called Mr. Edwards and outlined the above agreement. He verbally approved the agreement and authorized me to confirm it with Mr. Patton. I called Mr. Patton and confirmed the agreement. He then gave verbal authorization for the State to take possession of the necessary area and start work. He said he would personally contact Slate-Hall and inform them of our agreement.

At approximately 10:30 A.M., I informed Mr. George Hopkins, Assistant Regional Engineer, that we had an agreement and that he could so notify the contractor.

Please have the agreement prepared in the proper form, so it may be submitted to Oregon Lumber Export Company for signature. I told Mr. Patton that we would try to have the document ready for his signature by Tuesday, December 29th.

ROD J. HENRY
District Right of Way Supervisor

RJH:sm
cc T. E. EDWARDS ✓

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DEC 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM F-1240

DEC 28 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

Dec-20

FEDERAL AID PROJECT NO.
F-121(2)

STATE PROJECT NO.
Fern Hill-Burnside Section

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
479

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:

7262

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

12-23-70
Copy to Morgan

NOTED
A. E. JOHNSON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	December 11, 1970	1
		STATE ROUTE NUMBER 2W

LIMITS OF AUTHORITY
See remarks

RECEIVED
DEC 2 ... 1970
OFFICE OF
STATE HIGHWAY ENGINEER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Work by Burlington Northern Inc. Estimated total cost $120,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our December 16 letter approved a minor program change to add work by the railroad company to this project. It also established an eligibility date of December 11 for Federal participation subject to coverage in a railroad agreement.

The railroad agreement submitted with Mr. Bond's December 16 letter is considered acceptable and you are authorized to proceed with the work subject to the comments listed below. The agreement is very loose-ended but under the circumstances such an agreement is necessary.

Our approval of this agreement is given with the following conditions:

1. Only work eligible and performed subsequent to December 11 can be included for Federal participation.

(more)

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
DEC 22 1970	G. Green	Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

2. Detailed plans and estimates for major reconstruction or relocation work by the railroad should be reviewed by this office prior to beginning work.

3. Justification for deferred construction must be submitted in accordance with Paragraph 14b of PPM 30-3. The cost of normal maintenance must be excluded.

4. If emergency situations occur and unanticipated railroad work is required this office should be notified as soon as possible.

5. If costs are incurred under Paragraph X of the agreement an analysis will be required to determine the extent of Federal participation.

6. Participation in costs incurred in excess of the currently obligated amounts will be subject to availability of funds.

Because of the nature of this agreement we cannot definitely establish the extent of Federal participation. We will, however, work closely with you in resolving this difficult situation.

RECEIVED
JAN 13 1971

FOR FILING

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JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-7262

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 12-11-70
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hismer
TITLE Dist. Engineer
DATE 1-7-71 Order No. 5(supplemental)
FEDERAL HIGHWAY ADMINISTRATION

Project Name ~~Fernhill-Burnside~~ Date December 17, 1970

Highway Columbia River Contract No. 7262 F. A. Project No. 121(2) 235-05

County Clatsop Prefix 4-1003 Account No. ~~285 (05)~~

Description of Work To Be Done: Vertical and Horizontal drilling to locate and drain water from slide area

Location by Station Numbers: 215 - 242

Estimate of Quantities and Costs:

Previous Order	$5,000.00
Additional this Order	$10,000.00
TOTAL TO DATE	$15,000.00

NOTED
A. E. JOHNSON

Explanation: State forces equipped and experienced in this type of work and immediately available. The work will begin Dec. 17, 1970.
Authority from Regional Engineer 12/18/70

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,150,200.00	
Present estimate of project cost, including $10,000.00 for work under this order	$2,483,900.00	
Expected over-run (amount)	$333,700.00	
Expected over-run (per cent)	15.6	

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: R. D. R. Division Engineer

Approved: G. Morgan
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Chief Office Engineer.

~~This order does not constitute authority for expenditure until approved by the Deputy or Assistant State Highway Engineer.~~

Original to Morgan
1-12-71

RECEIVED
DEC 23 1970

U. S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON 12-16-70	PROGRAM NO.	FEDERAL AID PROJECT NO. F-121(2)
	ITEM NO. P-479	STATE PROJECT NO. FERN HILL - BURNSIDE SECTION
TO: 7261		COUNTY NAME CLATSOP
		PROGRAM STAGE (Check) ☐ 1 ☒ 2

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
12-22-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 11, 1970	FEDERAL AID ROUTE #1
		STATE ROUTE NUMBER STATE ROUTE 2W

LIMITS OF AUTHORITY

AS REQUESTED IN MR. ELLISON'S DECEMBER 11, 1970 LETTER WE APPROVE THE MINOR PROGRAM CHANGE TO INCLUDE THE ADJUSTMENT OF RAILROAD FACILITIES BY RAILROAD FORCES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DECEMBER 11, 1970 IS ESTABLISHED AS AN ELGIBILITY DATE FOR THAT RAILROAD ADJUSTMENT WORK WHICH IS SUBSEQUENTLY DETERMINED TO BE ELIGIBLE FOR FEDERAL PARTICIPATION AND COVERED IN A PROPERLY EXECUTED RAILROAD AGREEMENT REVIEWED AND APPROVED BY THIS OFFICE.

NOTED
TOM EDWARDS

RECEIVED
DEC 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-16-70		Ac. DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
DEC 17 1970
FOR FILING
F-121(2)
7262

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1970

SUBJECT: Disposal Area
Oregon Lumber Export Company
FernHill Slide
Columbia River Highway

To: F. D. Morgan
CONSTRUCTION ENGINEER

Attached is a print of Clatsop County's Assessor's Map 8-8-19 and Clatsop County's deed records book 323, pages 607 and 608. These records cover the Oregon Lumber Export Company's property that is desired as a waste area for disposal of the FernHill slide material. Rod Henry's Office is attempting a peaceful negotiation. You have given verbal authorization to proceed with this negotiation and if necessary, to condemn. Mr. Tom Edwards has also tentatively authorized the condemnation. It would need to be reconfirmed with him.

These records are being submitted at this time so that they may be forwarded to the Right of Way Description Engineer in case condemnation filing needs to be expedited.

We will have equipment on hand to start the wasting Monday, December 21, providing arrangements are made for this disposal area.

For your information, attached is a copy of Weber's December 12 transmittal letter giving Mr. Poindexter's (their representative) address. The Sims Deed Book 231, page 524, is also attached but not recommended for acquisition at this time.

R. D. Asburry
REGIONAL ENGINEER

NOTED
A. E. JOHNSON

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attachs.

cc: Tom Edwards ✓
Rod Henry
Loren Weber

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM No. 716—WARRANTY DEED (Individual or Corporate) (Grantees as Tenants by Entirety)

KNOW ALL MEN BY THESE PRESENTS, That Ernest A. Pendleton, also known as Ernst A. Pendleton and his wife, Elsie J. Pendleton, , hereinafter called the grantor, for the consideration hereinafter stated to the grantor paid by Oregon Lumber Export Company, an Oregon corporation, ~~husband and wife~~, hereinafter called the grantees, does hereby grant, bargain, sell and convey unto the grantees, ~~as tenants by the entirety, the heirs of the survivor~~ and their assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Clatsop, State of Oregon, described as follows, to-wit:

Parcel No. 1: A tract of land in Government Lots 2 and 3 in Section 24, Township [illegible] North, Range [illegible] West, Willamette Meridian, Clatsop County, Oregon. Said tract being a portion of that certain parcel conveyed to Ernst A. Pendleton by Marjorie [illegible] Pendleton as recorded November 3, [illegible] in Book 24[illegible], page [illegible], Doc. No. 2[illegible], Deed Records;

said portion being all of said Pendleton parcel lying north of a line described as follows:

Beginning at a point on the Westerly line of the Fernhill County Road, said point being [illegible] feet South and 151.7 feet West of the quarter corner on the East line of said Section 24;

thence North [illegible]° 4[illegible]' West, 3[illegible]5 feet more or less to the East bank of the John Day River.

The bearing herein used is based on the bearings as found in the description of a certain parcel of land conveyed by Bernard Lien and Agnes Lien, husband and wife to Alice [illegible] Keute as recorded October 2[illegible], 1947 in Book 19[illegible], page 33, Doc. No. 142[illegible]7[illegible], Deed Records.

Parcel No. 2: The Northwest quarter of Northeast quarter and the West one-half of Northeast quarter of the Northwest quarter of Section 19, Township 8 North, Range [illegible] West, Willamette Meridian, but except that tract in the Northeast corner thereof conveyed to John Day Community Club by deed recorded in Book 13[illegible], page 1[illegible], Deed Records and except that portion of the West one-half of Northeast quarter [illegible] lying [illegible] County Road No. 1[illegible], all in Clatsop County, Oregon.----

To Have and to Hold the above described and granted premises unto the said grantees, as tenants by the entirety, their heirs and assigns forever.

And grantor hereby covenants to and with grantees, and the heirs of the survivor and their assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances [illegible]

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $ [illegible]

ʼHowever, the actual consideration consists of or includes other property or value given or promised which is part of the / the whole consideration (indicate which).

In construing this deed and where the context so requires, the singular includes the plural, the masculine includes the feminine and the neuter and, generally, all grammatical changes shall be made, assumed and implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the grantor has executed this instrument on the day of , 19 ; if the grantor is a corporation, it has caused its corporate name to be signed and its corporate seal to be affixed hereunto by its officers duly authorized thereunto by order of its board of directors.

(If executed by a corporation, affix corporate seal)

Alaska

STATE OF ~~OREGON~~, } ss.

County of [illegible]

[illegible] , 19

Personally appeared the above named [illegible] and acknowledged the foregoing instrument to be [illegible] voluntary act and deed.

Before me:

(OFFICIAL SEAL)

Notary Public for ~~Oregon~~ [illegible]

My commission expires [illegible]

STATE OF OREGON, County of) ss.

, 19

Personally appeared and who, being duly sworn, each for himself and not one for the other, did say that the former is the president and that the latter is the secretary of , a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

(OFFICIAL SEAL)

Notary Public for Oregon

My commission expires

NOTE—The sentence between the symbols ʼ, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

WARRANTY DEED

TO

Ore. Lumber Export Co.
1120 Board of Trade Bldg.
Portland, Oregon 97204

No

STATE OF OREGON, } ss.
County of Clatsop }

I hereby certify that the within instrument was received for record and recorded in the record of

of said county on
AUG 11 4 23 PM '69

In Book

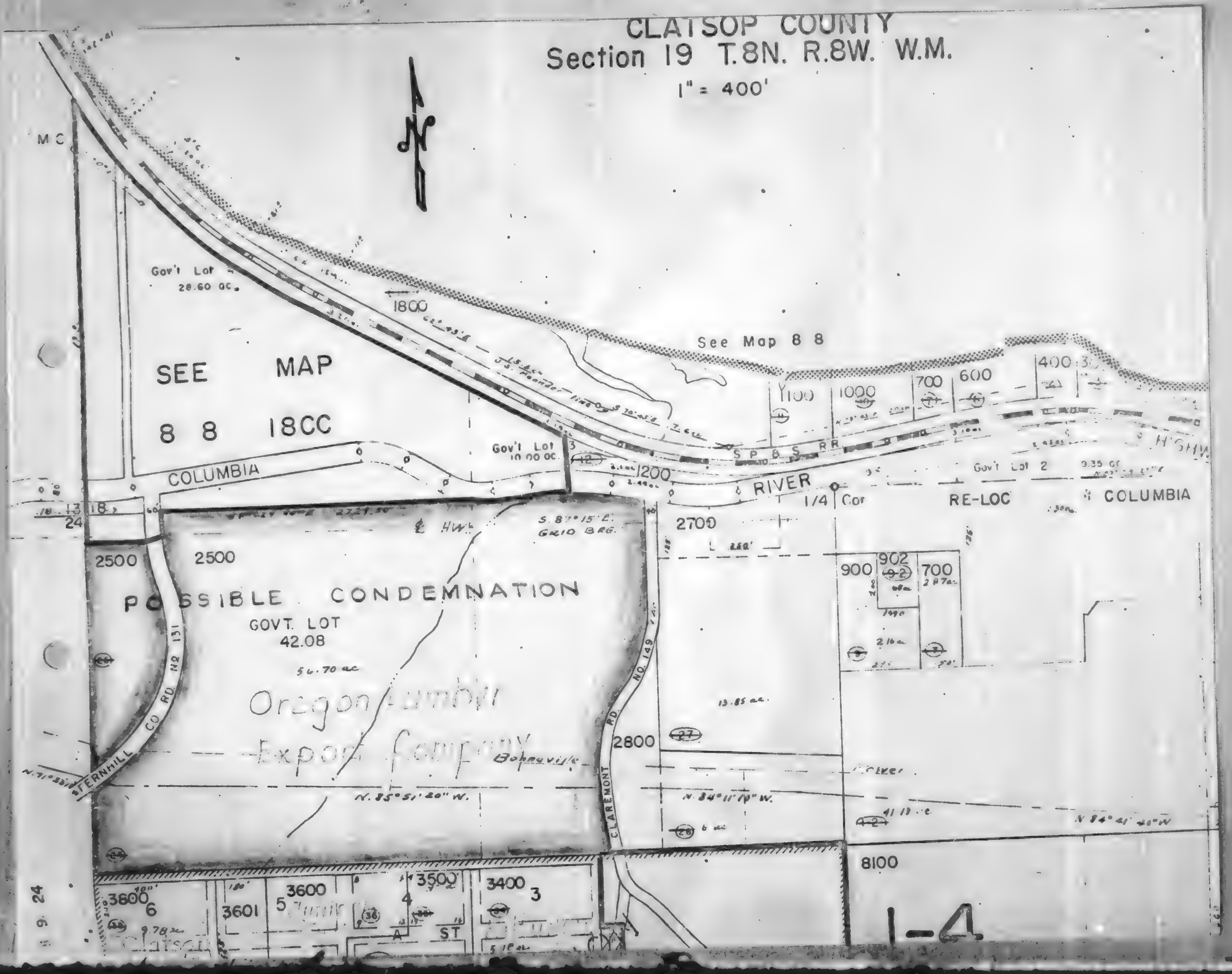
on Page

Witness my hand and seal of office affixed

County Clerk.

Deputy

CLATSOP COUNTY
Section 19 T.8N. R.8W. W.M.
1" = 400'



N
MC
SEE MAP 8 8 18CC
Gov't Lot 4 28.60 ac.
1800
See Map 8 8
100
1000
700
600
400
SP & S RR
HIGHW
Gov't Lot 3 10.00 ac.
COLUMBIA
1200
RIVER
1/4 Cor
RE-LOC
COLUMBIA
Gov't Lot 2 9.35 ac
18 13
24
18
2500
2500
POSSIBLE CONDEMNATION
GOVT. LOT 42.08
56.70 ac
Oregon Lumber Export Company
Bonneville
S. 87°15' E. GRID BRG.
HWL
STERNHILL CO RD NO 131
N. 85°51'20" W.
CLAREMONT RD. NO. 149
2700
2800
13.85 ac
6 ac
N. 84°11'10" W.
900
902
700
2.87 ac
2.16 ac
41.13 ac
N. 84°41'40" W
8100
3800
6
9.78 ac
3601
3600
5
3500
4
3400
3
A
ST
5.18 ac
9. 24

1-4

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible] 1970
ASBURRY [illegible] ☐ HOPKINS ☐
CARREL ☐ ☐

Astoria, Oregon
December 12, 1970

SUBJECT: Deed Photos
Sims and Oregon Lumber Export Co.
% Charles Poindexter
Rt #2, Box 136
Astoria, Ore. 97103
Phone 325-2573

To: Mr. R. D. Asburry
Regional Engineer

Herewith deed photos covering the subject properties which lie to the West of Claremont Road which is on the Westerly end of the FernHill-Burnside project.

Sims owns a small parcel adjacent to the existing highway where we may want to fill some local holes to enable us to better utilize the larger Poindexter piece which is the main waste area for the slide material to be removed from the cut at sta.'s 219 - 228 plus or minus.

These were obtained at Mr. Edwards request in case the contractor was unable to deal with Mr. Poindexter. Mr. Poindexter may also be reached at; Oregon Lumber Export Company
Board of Trade Building
Portland, Oregon 97204

Loren A. Weber
Loren Weber
Resident Engineer

RECEIVED
DEC 17 1970
FORM E-30 (12-67)

E-121 (3)
7262

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
15 December 1970

SUBJECT: Slide Area - Sta. 210 - 240
Fernhill - Burnside Section
Columbia River Highway
Clatsop County

To:

A. E. Johnson
Assistant State Highway Engineer

SALEM

After receiving your telephone call in the A.M. of 14 December, I contacted Roy Boldt and Dick Alsbury of the Astoria Section Maintenance crew to obtain from them any information they had in regard to the subject section in all their years in the Astoria area.

This letter will serve to document the information I gave you on the telephone in the P.M. of 14 December. Relying on their memory for the past 20 plus years, this is what Roy and Dick came up with.

Approx. Sta 240-242 - For the past 20 years an open ditch on the south (hill) side of the road would close up due to the material moving it and closing the ditch. This was not a small movement but rather seemed to be a large area moving very slowly. Every 1 to 2 years the ditch would completely close and would be reopened.

Approx. Sta 224-225 - Approximately 20 years ago they dug an open ditch on the south (hill) side of the highway (approximately below where the Fornas home now is) and in a couple of days the ditch was completely closed due to the entire hillside moving in on it.

Approx. Sta 220-224 - For years there has been a problem with the concrete paving "heaving" up requiring patching out with A.C. This "upheaval" of the concrete slabs was very slow and the A.C. patching was required every 4 to 5 years. The concrete slabs would get uneven and rock under the traffic. This was corrected by pouring paving oil under the concrete slabs.

Sta. 211 - The earth movement was such that on the original contract no concrete pavement was laid for approximately 50 feet. Was paved with A.C. and state maintenance had problems with the area until approximately 10 years ago.

NOTED
A. E. JOHNSON

As far as Roy could remember, he does not know of the railroad having any problems with their tracks in this area.

Eldon L. Everton
Eldon L. Everton
DISTRICT ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ELE/gs
cc: R. D. Asburry

RECEIVED
DEC 15 1970
FOR FILING

F-121 (2)
7262

December 14, 1970

Oregon State Highway Commission

Gentlemen:

Near the community of Fern Hill on the Lower Columbia River Highway, which is a short distance easterly of Astoria, we have encountered a rather massive land slide. We are removing what material is necessary under the existing federal-aid project; however, the earth movement has caused some damage to the Burlington Northern railroad and additional corrective work will undoubtedly be necessary by them.

An agreement has been prepared outlining the understanding between Burlington Northern, Inc. and the State concerning this emergency, which will be on the agenda for the January 5 meeting. Because of the emergency nature of this situation, advance verbal approval and authorization for the Secretary to sign the agreement for and on your behalf was secured from Chairman Jackson on this date. I recommend your confirmation.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fm

cc Floyd Query - Please expedite agreement
Tom Edwards
F. B. Klaboe
A. K. Johnson
F. D. Morgan
Jack Sollis
R. D. Asburry

Form E-20

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DEC 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-121(2)
7262

STATE COPY

To construction 12-15-70

C

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fern Hill-Burnside ✓
Date 12/11 1970
Highway Columbia River ✓
Contract No. 7262 ✓
County Clatsop ✓
Prefix 4-1003 ✓
Contractor Slate-Hall ✓
F. A. Project No. F-121(2) ✓
Address 7805 S.W. 40th Ave., Portland, Oregon 97219 ✓
Order No. 11 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove and waste slide material from cut area, including the furnishing of the necessary rock for work platforms and roads as well as the permit to waste on private property.

APPROVED EFFECTIVE DATE 12/11/70
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hossner
TITLE Dist Engr
DATE 12-15-70
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers: 218 - 228

Estimate of quantities and cost:

	Equipment Rental	$145,000.00
	Labor	92,000.00
	Materials	20,000.00
	Contractors Percentage	43,000.00
	TOTAL	$300,000 ✓

NOTED
[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Slides developed during construction of the project. Corrective measures were taken on some, but between 218 and 228 the slide appeared to stabilize. This area was not completed. Left to complete on future contract. Section between 218 and 228 re-activated after contractor's equipment moved off the project. Scope of work beyond that normally anticipated at bid prices. Also this must be done during winter months increasing unit costs. Material such can be measured and paid for on a unit basis. This order covers the move in and move out of the contractor's equipment. AGC rates for equipment and personnel shall apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,150,200.00 ✓	
Present estimate of project cost, including $300,000.00 ✓ for work under this order	$2,303,200.00	
Expected ~~under-run~~ over-run amount	$153,000	
Expected ~~under-run~~ over-run per cent	7.1%	

Space to right of this line is for use of Salem Office

Submitted by: Loren A. Weber
Resident Engineer

Approval Recommended: R. D.
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or

OSHD

Box 300
Salem OR 97308

Files

December 11, 1970

08-35.1

R. E. Simpson, Division Engineer

Oregon Project F-121(2), Fern Hill - Burnside Section

In connection with a visit to the State Highway Division on December 10 I was invited to Mr. Edwards' office, where he and Mr. Klaboe and an engineer and an attorney from the Burlington Northern Railroad were discussing the slide on the subject project.

The railroad representatives expressed grave concern in connection with their operations, inasmuch as the slide had moved the railroad's tracks 2 1/2 feet horizontally and 6 feet vertically. All of the railroad's track equipment and forces in the area were placed on this section to keep the railroad in operation inasmuch as four trains a day were using the line delivering essentially wheat to Astoria.

The railroad representatives indicated the railroad could not continue in this manner and the Highway Division should assume its responsibility in connection with the slide which was triggered as a result of the subject project.

Because of the magnitude and uncertainty of the work, a work order eliminated the slide area from the contractor's work pending a study for correction of the slide and for possible inclusion in a future contract.

On December 11 a meeting was called in the State offices. Messrs. Porter, Edwards, Johnson, and Klaboe attended for the State, and Messrs. Green and Hossner and myself attended from the Federal Highway Administration. It was concluded that an emergency existed in connection with the railroad, and that the State had an obligation as a result of the slide which was attributed to the subject project. The contractor would be ordered back to work on a force account basis to remove such quantities in order to protect the railroad, and the State would investigate the slide for the purpose of remedial action.

The program was revised to include the railroad work without additional funding to cover the entire cost. The State indicated its willingness to accumulate the cost, with a request for adjustment in program and funds when apportionment and reimbursement are available.

cc: OSHD

Simpson:nig

4-1003

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DEC 14 1970
[illegible] FILING

F-121(2)
7262

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1970

To: MEMO TO FILE

SUBJECT: FernHill Slide
FernHill-Burnside Section
Columbia River Highway

George Wills, Ed Johnsen, Eldon Everton, Loren Weber and I met with Hal May, Regional Engineering Manager; Don Thomas, Maintenance Engineer; and Elmer Straughn, Line Superintendent all of Burlington Northern Inc. The meeting was both before and after lunch December 9.

May is considering one mile of contract relocation. The shift would be towards the bay from one hundred to two hundred feet. He is considering R. A. Heintz for a cost plus negotiated contract. It would take about one month to complete. Approximately 85,000 cubic yards of rock and an excess of one-quarter of million dollars would be involved. He said right of way would be no problem.

If we immediately unloaded the more critical area he thought they might not need to relocate.

Before proceeding he will have Shannon and Wilson inspect with Johnsen.

R. D. Asburry
REGIONAL ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Fred Klaboe ✓
F. D. Morgan
T. W. Litchfield
Loren Weber

NOTED
F. B. KLABOE

RECEIVED
DEC 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

4-1003

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1970

To: T. W. Litchfield
RAILROAD AND UTILITIES ENGINEER

SUBJECT: Burlington-Northern Railroad
FernHill-Burnside Section
Columbia River Highway

There is correspondence in the file about movement of the subject tracks in February 1970. Movement started again about November 23 or at least that is about when repairs again commenced.

This is a major slide and it is quite conceivable we could be held accountable. I talked with Glenn Hossner (FHWA) December 7 and 8. He has recorded the matter in his files making participation, if it becomes necessary, retroactive to December 1 or possibly clear back to November 23. He asked that you formalize a request. We wouldn't be obligating ourselves.

The main slide movement occurred at 9:00 P.M. December 6. The normal daily train into and out of Astoria was then cut off until a train made it in about 10:00 P.M., Tuesday, December 8. They were expecting two trains December 9.

They have had up to 35 men at one time on the repairs.

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: F. D. Morgan
Eldon L. Everton
Loren Weber

Routing 6
3 Morgan
Decker
1 Bond
2 Walker
Boehme
4 Johnson
Poase
5 Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 11 1970
CONSTRUCTION DIVISION

12/11/70
Copy to A E Johnson
per John Bond
GW

RECEIVED
DEC 15 1970
~~FOR FILING~~
[illegible] (2)
1262

4-1003

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1970

NOTED
A. E. JOHNSON

To: MEMO TO THE FILE

SUBJECT: FernHill Slide
FernHill-Burnside Section
Lower Columbia River Highway

Early in the morning of December 7, received a conference call from both District Engineer Everton and Resident Engineer Weber who were both concerned regarding the subject slide. They stated that about 9:00 p.m. the day before this slide had taken quite a sudden movement, severely distorting our highway and the railroad. The highway was being maintained in a rough condition but still passable for traffic. The rails on the railroad had been severed with up to a two foot gap in them. They also indicated that the two buildings on the Fornass and Belcher properties between the new highway and the old highway left at stations 2.23 to 2.25 had been damaged to the extent that they thought it was unsafe for occupancy.

Asked Regional Supervisor Rod Henry if he would have somebody review this and contact the people and to see about getting them moved out immediately. I now believe that final purchase of these buildings may be required. He had Virgil Wilson go to the area the same date to follow up on this.

Instructed Everton and Weber to put up a 24-hour a day patrol on this section to get materials available on the site so that should the road become impassable, it could be properly blocked and signed. To also provide for a roadblock at the intersection of the Mist-Clatskanie so that if the highway was impassable, the traveling motorist could be notified of this point as it is the last detour available around this area for people traveling to and from Astoria from the east on this highway. District Engineer Everton is to maintain the highway as long as possible. If necessary, just over a gravel road.

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RECEIVED
DEC 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

12/11/70
Copy to A E Johnson
per John Bond
JD

RDA/jc

cc: F. D. Morgan ✓
Rod Henry
Loren Weber
Eldon Everton

/ Routing
3 Morgan
Decker
1 Bond
2 Walker
Boehme
3 Johnson

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DEC 10 1970
CONSTRUCTION
DIVISION

Pease
4 Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 17 1970

FOR FILING

F-121(21)
7261

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
December 8, 1970

To: Mr. R. D. Asburry
Regional Engineer

SUBJECT: Report on Slide - West End
FernHill-Burnside Section
Columbia River Highway

My first information on the recent movement in the area came from a telephone call from Mr. Fornas on November 27, 1970 when he called to inform me that the RailRoad had moved and that the FernHill Water District had suffered an interuption of their service due to a break in their line which was located between the Northerly end of the conduit across the new grade near sta. 219+50 and the point where their line resumed its Easterly direction.

I went out to view the problems and found that at that time, there were no breaks in the new roadway though there were breaks in the cut slope from about sta. 220 to sta. 229 about halfway up the first slope and another continuous break on top of the bench from about sta. 228 to sta. 240.

I talked briefly to Mr. Fornas and Mrs. Belcher who asked if we were going to pay for the break in the water line, to which I replied that I would check and let her know. Mrs. Belcher reported that the first time they had trouble withe water was on Nov. 17, 1970.

The old highway below these two properties showed some seperation of the joints, up to 2 inches complete opening, and there were 3 cracks in the gravel shoulder with these running generally laterally to the pavement on the North side.

The railroad alignment to the West had definite visual problems. Where there had been a curve, now there were chords and angle points in the horizontal and curves in the vertical. In addition there was some visual movement to the East, about below stations 230 to 235 though this wasn't as severe as the former.

I talked to the railroad Maintenance Foreman who told me that the rails had pulled apart at one point, resulting in a gap of 3½ inches and shearing some bolts in the process. Their first knowledge of trouble was on Nov. 23, 1970 and they have been operating on a Slow Bell since then.

Fornas's buildinge North of the cracks had visually moved to an extent, the Westerly one showed where the N.W. corner had moved about 5 inches since last February and the Easterly had tipped the foundation blocks some more.

cc: FHWA
Edwards
Klaboe
Johnson
Morgan
Bothman

NOTED
TOM EDWARDS

One telephone report to Regional office was made this date, Nov. 27, 1970. I again inspected the area on Saturday Nov. 28, 1970. There was no apparent visual movement. I checked a retaining wall on the Fornas place on the Northerly side of the railroad and found where a couple of breaks I had measured in February had opened up two to three inches.

On Sunday the railroad had apparently moved some more in the Westerly end, both laterally and vertically, and the building with the tipped foundation blocks where I had placed some guineas the day before had moved such that the guineas were loose.

The cracks in the old Highway had opened somewhat and I found a new shoulder break on the North side. Mr. Fornas said he noticed a night bolt on one of his doors would not work now, indicating some settlement of his house.

The railroad crews repaired thier breaks on Monday and the buildings showed some additional movement since Sunday. The shoulder cracks in the highway were enlarged though not to any great degree, about 0.3 inches in width. The South edge of the pavement showed a seperation of about an inch from the gravel shoulder as though the panels were tipping. The ground breaks in the slope didn't appear to have moved appreciably and there were no visible cracks in the new roadway above.

Our Survey Crew measured the lateral displacement on the Survey Centerline from 209 to 240 on 12-2 and found a Northerly movement of roughly 0.6 feet from 220 to 229 tapering out about 400 feet each way. There has been no measurable vertical movement since last February.

The lateral movement shown above had happened since November 13 when the crew had re-established the center line through this area.

I again made a visual check on Friday morning Dec. 4, again with no appreciable changes apparent and I checked on Sunday afternoon with essentially the same results though the railroad to the West showed some small distress. The section to the East looked reasonably good at that time.

Mr. Fornas called me at 9:30 P.M. to say that the hillside to the South of his place from 219 to 228, had broken with some coming across his frontage road from about 221+50 to 225 such that they would need a small amount of rock to allow them to use the old approach road to Belchers place. Also, they were again out of water, with this happening around 9:00 P.M. in the evening.

I went to the area the first thing on Monday morning to check out the area and found that the hillside mentioned above has now about a 20 foot face pretty well back toward the top with the face slope all broken to where the material had come down into the swampy area Rt. of 224 plus or minus and heaved this such that it plugged the ditch line we had draining the swamp. There were cracks in the frontage road begining at about 216 with these running generally S. Easterly across the grade. There were three cracks in Clarence Swansons drive way right of 217+50. The old Buckman house area had some large cracks about 3 inches wide. There was a break in Belcher's yard which allowed the foundation to drop away from the South side of the house. Their Gas line had broken and there were some breaks in the remainder to the foundation. The Fornas house doesn't show a great amount of distress as yet. The basement floor has a North-South break on the Easterly ¼ and the center seam has opened up. Also, the floor upstairs seems to be tipping to the East.

The existing highway has heaved and tipped to the extent that the maintenance people were patching. One slab had raised 8 inches on the end and the shoulder cracks had opened up as well as lengthened. One had a drop off of about 10 inches. Fornas's garage has warped to where it would be of no service.

The railroad to the West had vertical rolls of two feet. The rails had pulled apart with spreads of perhaps 5 inches and to the West. The movement was again definitely noticable on the Easterly section and the highway above shows settlement as well as some areas where the shoulder is pulling away on the North side.

The buildings on the North side of the tracks have moved along with everything else and there are breaks in the ground surface now. The retaining wall which had been opened up 7 inches now is about 18 inches wide. We initiated a 24 hour watch on the roadway on Monday with two men at night to handle traffic in case it was needed.

The Survey Crew did some work on Survey Centerline on Monday and found it had moved to the North by 4 to 6 feet from 221 to 230.

Loren A. Weber
Resident Engineer

RECEIVED
DEC 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1970
FOR FILE

F-121(2)

7262

October 19, 1970

Slate-Hall
7835 S. W. 40th Avenue
Portland, Oregon 97219

Contract 7262
Prefix 4-1003
FAP F-121(2)

Gentlemen:

The Federal Highway Administration has made the final inspection of work performed under Contract No. 7262, Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

The contract work has been completed to the satisfaction of the Federal Highway Administration. Your Materials Report, Form PR-47, must be submitted to the resident engineer prior to State Highway Commission acceptance of the contract.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

VG:fw
cc Tom Edwards
I. D. Merchant
F. D. Morgan

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
OCT 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

F-121(2)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 12, 1970

In reply refer to: 08-35-DB

7262 G.K.

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

~~Johnson~~
Morgan

SUBJECT: Oregon Project F-121(2)
Fern Hill - Burnside Section, Columbia River Highway
Slope Meters
State Force Order No. 8
Total Estimated Amount of the Order - $3,000
Federal Participation - $1,800

NOTED
A. E. JOHNSON

Reference is made to your letter dated October 1 concerning subject order.

The use of State forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special equipment and trained personnel to perform the work most economically.

3. The work needs to be performed in order to properly monitor movement of the slopes in slide areas throughout the project. Slope meters will give positive slope movement indications and thereby provide regular surveillance of the slopes in the slide areas. As the contractor is neither properly equipped nor staffed to perform the work contemplated under this order and due to the specialized nature of the work and the availability of the State personnel and equipment to properly perform the work, it is impractical to contract the work.

Orig to J Morgan
10-13-70

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

Enclosure
State Force Order #8

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1970

[illegible]

F-121(2)
7262

October 8, 1970

Slate-Hall
7835 S. E. 40th Avenue
Portland, Oregon 972[illegible]9

Gentlemen:

The State Highway Commission at its meeting on September 30, 1970 granted your request for a 43-day extension without assessment of liquidated damages on Contract No. 7262 for the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

MT

bc F. D. Morgan
V. E. Skoog
R. D. Asburry
Loren Weber
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 22, 1970

In reply refer to: 08-35-DB

G. K. Hossner

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-121(2)
Fern Hill-Burnside Section
Columbia River Highway

Johnson

I concur in a 43-day time extension on subject project based on the reasons set forth in your September 21 letter.

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

September 21, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Project No. F-121(2)
Fern Hill-Burnside Section
Columbia River Highway
Contract No. 7262

Slate-Hall, contractor for the Fern Hill-Burnside Section of the Lower Columbia River Highway, Contract No. 7262, Project No. F-121(2), has requested an extension of the contract time. The contractor cites changes and additions to the work.

During the earlier stages of this project there were significant overruns in the embankment foundation excavation and the rock backfill items, on the order of 110 percent and 74 percent, respectively. During the later stages since, there have been significant additions to cope with slide problems. These include Extra Work Orders 6, 7 (and three supplements) and 9 and Price Agreements 11, 12, 14, 15, and 18, all related to the slope stability problems. Some of the added work has been performed under the regular bid items. The net effect of all these changes and additions will cause a money overrun from the original contract amount of about 21 percent.

The contract time allowed expired August 18, 1970, and the project has been on liquidated damages since, with completion expected by the end of this month. Work under way last week and currently is on fill slide correction (EWO No. 7) and seeding and mulching, which was increased significantly by Price Agreement 18. Forty-three days liquidated damages would accrue by September 30. We ask your concurrence in a 43-day time extension now and would anticipate a further request later if for any reason the project is not completed by September 30.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
R. D. Asburry

JAB:fw ms

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1970

SUBJECT: Fern Hill-Burnside Section
Contract No. 7262
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Slate-Hall has requested 42 days time extension because of changes and additional work, without offering specific information. This job has been plagued by foundation and slide problems. The embankment foundation excavation and rock backfill bid items overran significantly early in the project (110 percent and 74 percent respectively).

Extra Work Order No. 7 covering extra clearing and slide pioneering has overrun three times and work was still under way under it last week. The total slide-related work done under added orders amounts to about $111,000 or 7 percent of the original contract amount. An additional unsegregated amount of slide-related work was done under unit bid items, The total work by the contractor will overrun the original bid amount by 21 percent.

The 350 calendar workdays allowed expired August 18, 1970. A significant increase in seeding and mulching work, which is a late item, was added in August to seed and mulch the largest slide area where extensive resloping had been performed. It is estimated that the project will be completed by the end of this month.

Because of the added work described above, we recommend a 43-day extension of time. This will extend it to September 30 and should delete all liquidated damages, which accrue at the rate of $200 per day. If there is some new slide development soon, we may have to consider some further corrective work under this contract which would justify additional time extension beyond that recommended above. In the meantime, we should process this request in order to minimize the deductions from the contractor's payments. This is a primary Federal-aid project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

RECEIVED
SEP 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
OCT 19 1970
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

F-121(2)
7262

October 8, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administratin
P.O. Box 600
Salem, Oregon 97308

Contract 7262
Prefix 4-1003
FAP F-121(2)

Johnson on file 10-16-70

copy to Const 10-16-70

Dear Sir:

The work under Contract No. 7262, Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County, was completed on October 1, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 10/15/70

Conditions noted on above date:

None except these previously described in Inspection Report No. 15.

LPR:bk

G. K. Hosner
for R. E. Simpson
Division Engineer

NOTED
A. E. JOHNSON

RECEIVED
OCT 1
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw

cc: R. L. Porter
F. D. Morgan

RECEIVED
OCT 8 - 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

F-121(2)

7262

October 5, 1970

Mr. Leslie B. Hampton
Asst. Attorney General
Trial Division
Department of Justice
507 State Highway Building
Salem, Oregon 97310

Subject: State vs. Grove, Circuit Court
Clatsop County, No. 27302
(L-6008 R-38197)

Dear Mr. Hampton:

The alleged damage to the Grove property as stated in the letter of Lawrence M. Dean dated September 15, 1970, has been investigated by our Resident Engineer, Loren Weber. Attached for your information is a copy of his report.

If we can do anything further in this regard, please advise.

Very truly yours,

R. D. Asburry

R. D. Asburry
REGIONAL ENGINEER

NOTED
A. E. JOHNSON

RDA/eg

Attach.

cc: A. E. Johnson ✓
F. D. Morgan
Rod Henry

RECEIVED
OCT 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 2 1970
ROUTING
ASBURRY ☑ WIMER ☐ HOPKINS ☐
CANFIELD ☑ ☐ ☐

Astoria, Oregon
Sept. 30, 1970

SUBJECT: Groves File # 38197
FernHill-Burnside Section
Columbia River Highway
Contract #7262 Prefix:4-1003

To: Mr. R. D. Asburry
Regional Engineer

Accompanied by Mr. Grove and George Baker, I made an inspection of the subject property on Sept. 29, and 30 at which time I took a series of pictures and made a report to my files concerning my visual observations.

Mr. Grove told us he has had a professional photographer take pictures on at least two different occasions with these supposedly showing a progression of the cracks.

He stated that it was his observation that these appeared to either develope or become accelerated by the use of the vibratory roller used on our project below, as when this went by, they could feel the vibrations in the building. Also, he says the people working there are finding new cracks as well as hearing "popping" noises in the building at times and that the cracks he showed me are opening up.

As stated above, I went around and through the premises and found many cracks and breaks in the concrete all of which to me looked to have been there for some time. Admittedly I am not experienced in this sort of thing, although Mr. Grove explained that these looked old because of the constant washing work necessary as a part of his operation which would stain the cracks and make them appear aged.

The largest cracks I found were one in the sidewalk leading from his old house to the plant on the North side, this one being about 0.2 inches in width and another in a small wall on the South side of the fill area of approximately the same dimension, the remainder were in walls and the floors the most of which were less than 0.1 inches in width to hairline. The ones Mr. Grove is most concerned about are two(2) vertical cracks in in the North corners of a block building on the NorthWest corner of the plant area. This building has an ice machine mounted on top and has a constant four(4) inches on the roof which amounts to some weight which he is fearful of collapsing the building.

Finally, he has a small brick wall running along the Northerly side of the building, the Easterly portion of which appears to be comparatively new. This shows no major cracks at this time and I have made a note of some small cracks and missing mortar I observed at this time.

I would plan to return to the area in another month or so and make a follow up check both visually and pictorially.

Loren A. Weber

Resident Engineer

RECEIVED
SEP 24 1970
FOR FILING

F-121(2)

7262

September 24, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 10
September 30, 1970 meeting

Gentlemen:

Slate-Hall, contractor on the Fern Hill-Burnside Section of the Lower Columbia River Highway in Clatsop County, Contract No. 7262, has requested an extension of the contract time because of changes and additional work.

Significant work has been added on this project to overcome the poor foundation soil conditions and extensive slides that developed during the construction. The work done by the contractor is expected to overrun the original contract amount by 21 percent. This justifies the time extension requested by the contractor. The project is still under way with completion expected by the end of this month, by which time 43 days liquidated damages will accrue at the rate of $200 per day.

I recommend a 43-day time extension which would delete all liquidated damages anticipated. This is a primary Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the September 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7262 Contractor Slate-Hall

Highway Columbia River

Section FernHill-Burnside

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 43 day extension because of added work related to foundation and slide problems.

Recommended for Approval:

R. D. Asburry
Division Engineer

by
Construction Engineer ~~or Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7262
Project designation State-Federal	FernHill-Burnside
Date awarded	May 20, 1969
Work started	May 23, 1969
Per cent completed Date	83
No. of Workdays Allowed	350
No. of Workdays Used	349
No. of Added Workdays Requested	43

[illegible]

E-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 11, 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 350 days to 392 days, within which to complete our Contract No. 7262, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delays to changes in work and additional work required.

Respectfully submitted,

SLATE-HALL
Contractor

By Elton D. Slate
Elton D. Slate, Partner

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

LEE JOHNSON
ATTORNEY GENERAL
19 1970
FOR FILING

F-121 (2)
7262

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

September 22, 1970

Mr. Lawrence M. Dean
MacDonald, Dean & McCallister
Attorneys at Law
P. O. Box 508
Astoria, Oregon 97103

Re: State vs. Grove, Circuit Court
Clatsop County, No. 27302 (L-6008)
(R-38197)

Dear Mr. Dean:

Your letter of September 15, 1970 directed to the Oregon State Highway Department has been referred to me for reply. I will have the engineering department investigate the matter and thereafter contact you further.

Thank you for your cooperation.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
A. E. JOHNSON

Leslie B. Hampton
Assistant Attorney General
Trial Division

LBH:ap

cc Mr. A. E. Johnson
Mr. R. D. Asburry
Mr. Rod J. Henry

NOTED
TOM EDWARDS
NOTED
TOM EDWARDS

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

September 22, 1970

Mr. R. D. Asburry
Division Engineer
205 East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

Re: State vs. Grove, Circuit Court
Clatsop County, No. 27302
(L-6008 R-38197)

Dear Mr. Asburry:

I forward herewith a copy of a letter from attorney Lawrence M. Dean who represents the property owners in the above mentioned acquisition. A brief discussion with Rod Henry indicated that we are aware of some problem with the remainder of the subject property. Please make sure our information is current and advise me so that I can reply further to Mr. Dean.

Very truly yours,

LEE JOHNSON
Attorney General

Leslie B. Hampton
Assistant Attorney General
Trial Division

LBH:sp
Enc.

cc Mr. A. E. Johnson
Mr. Rod J. Henry

NOTED
A. E. JOHNSON

MACDONALD, DEAN & McCALLISTER
ATTORNEYS AT LAW
801 COMMERCIAL STREET
P. O. BOX 508
ASTORIA, OREGON 97103

A. W. NORBLAD (1881-1960)
ROBERT C. MACDONALD
LAWRENCE M. DEAN
JERRY K. McCALLISTER
HAROLD A. SNOW

TELEPHONE 325-5511

September 15, 1970

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: State of Oregon vs. Walter Grove, et al.
L-6008 R-38197
Fern Hill-Burnside Section Columbia River Highway

Gentlemen:

Mr. Walter Grove has informed me that the land area south of the newly constructed highway has continued to settle as evidenced by a number of cracks developing in his plant and the expansion of cracks in his sidewalks and patio.

I felt I would bring this very serious matter to your attention in the event you wanted to have someone make an inspection of the premises at this time.

Very truly yours,

MACDONALD, DEAN & McCALLISTER

Lawrence M. Dean

LMD/kj

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1970
FOR FILING
F-121 (2)
7262

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

September 17, 1970

NOTED
R. L. PORTER

Mr. Robert L. Ziak
Route 4, Box 536
Astoria, Oregon 97103

Dear Mr. Ziak:

Thank you for your letter concerning the environmental problem that apparently was created by a gravel plant and an asphaltic concrete paving plant near or adjacent to Big Creek.

As I understand the situation, the gravel operation is a commercial venture that has been in existence for some time. The question as to whether or not it violates a local zoning ordinance is a matter that is now under litigation. I further understand that the asphaltic concrete paving plant belonging to contractor J. C. Compton was operating within this area. If these facts are correct, this is a problem that must be resolved by the local zoning authorities and if an actual violation of an ordinance or law occurred, I am sure they are able to cope with the problem.

As to the Highway Division's involvement, J. C. Compton was a subcontractor for a federal-aid project on the Lower Columbia River Highway. Federal regulations that are used in administering the Federal-Aid Highway Act require that the contractor have the option of selecting his own source of material and making his own arrangements for a plant site. In this respect, he operates as any normal private business and is not under control of a state agency except as to the quality of material he produces and unless he violates some state regulation or law. The specifications for all State Highway work specify that the contractor shall abide with all laws, ordinances and regulations and that he meet the requirements of all state and local regulatory authorities.

As far as appropriating water from Big Creek is concerned, I understand, at least percentage-wise, this was not a large amount and if permits or some rights to use this water were required, it was the contractor's sole responsibility to

verbatim to draft
Gm

COPY

obtain them. I am further advised that in his operation discharge from the crusher or paving plant was channeled through a settling pond and that any water that returned to Big Creek was clear and not detrimental to the stream. I am also told that from visual examination of the paving plant itself, the stack effluent did not appear to contain solid matter that is in excess of requirements of the state regulations and that this effluent consists primarily of steam and water vapor.

I certainly can sympathize with you and agree that we all must see that our countryside is preserved and that everything must be done to prevent a desecration or needless waste of our natural resources. Unfortunately, there is some conflict between agricultural operations, industrial operations, and waste disposal processes that are not completely compatible with the environment we desire. While it is recognized that some compromise must be made, you are assured that your state government as well as various state agencies, including the Highway Division, are doing everything they can to keep this sort of thing to a minimum while carrying out their statutory responsibilities.

Sincerely,

Governor

TM:mm

bcc: Mr. R. L. Porter
State Highway Engineer

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1970
FOR FILING

F-121(2)
7761

September 14, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggestion for the Governor's consideration in answer to the August 31 letter from Mr. Robert L. Zisk concerning the paving plant on Big Creek easterly of Astoria.

I am sure that the letter will not be satisfactory to Mr. Zisk but this appears to be a situation involving differences of opinion as to the violation of zoning ordinances. I understand that the matter is under litigation at the present time and I believe is before the State Court of Appeals. The Highway Commission is not one of the litigants.

As to the paving plant that was being operated in connection with the State contract, as far as we can determine, it was not being operated improperly. It was on the site for a short time, approximately a week or ten days; while any portable plant is not as tight or pollution free as a permanent installation, it has been reported that the effluent was largely water vapor and steam. Visual inspection did not indicate that it would be in violation of required standards.

This Division has now under consideration some possible alterations to our general specifications which may assist in this problem in the future. However, road building is somewhat similar to many other types of industry in that it is not always possible to build new highways or modernize existing ones without some environmental disturbance.

Very truly yours,

R. L. Porter
State Highway Engineer

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F.D. Morgan Att.
R.D. Asburry cc Mr. John M. Fulton

RLP:arb ms

ZIAK TO HWY 9/1

Astoria Oregon
Aug 31, 1970

Governor Tom M^cCALL
SALEM, OREGON

Dear Sir -

Once again I find myself writing to you for help. This time tho I have been instructed to do so by a federal agency.

The enclosed newspaper clippings can briefly give you some idea of the unbelievable happenings in the area of my home (Knappa Oregon - Clatsop County)

It is my belief that we are entitled to, that someone must come from Salem Oregon and answer with no doubts left in our minds a multiple of questions we have to ask.

The state agencies are deeply involved - We are angry - bewildered and uncertain. Our community and Big Creek has been degraded. We have protested from the County Courthouse to your Office and still in spite of our cries we have had this crudely jammed down our throats. I personally believe and have publicly charging Clatsop Co. Commissioners with Collusion from State agencies down to them. Not because I want to Sir, but because there is just nothing else that makes sense when the full story is known.

I have been fighting for the preservation of Big Creek. The vultures soar over her ready to destroy. The spot where this rock Crushing and asphalt plant is located is now the ugliest spot on the full length of Big Creek I (the touch of man).

I called for help to state agencies and received no help.

Losing faith I then directed my efforts to men I knew in our Interior dept. I asked them to Come and estimate how much water had illegally been removed from the Creek and what had happened to it, Had it all gone out the stack of the asphalt plant washer dispersed as steam or was it returned to the ground loaded with oils and chemicals and was it now finding its way back into the creek when our Chenook run is already in the creek.

I asked the Interior dept for help because this Big Creek hatchery is operated in Cooperation ~~the~~ with the Bureau of Fisheries

My contact in Portland (a member of the Interior dept) assured me he had carefully contacted the Correct person for this situation and that he had advised me to get all facts and present them to you for my first Step.

I do have these facts Governor McCall and I will have them ready for anyone who wishes to see them. I have taken about 6 rolls of 50 FT. Color movies of this operation which will explain better than words can tell.

Could you please give me an early answer as to what steps you will take to satisfy yourself and the people of this area as to what has happened and can we expect it to happen again?

I myself feel there should be no stone left unturned in bringing this whole thing into the open. I mean a full scale investigation. Our laws have been flaunted and State agencies have acted with mockery.

If we need to be enlightened as to our short sightedness or lack of intelligence then *we* are ready for that.

I *Know* that you do not represent any of the things that has happend here - in full view of tourist traffic U.S. Hi-way 30 - at Knappa Oregon!!

If you Cannot Come - then - I am asking you the nicest way I know how to dispatch the toughest Lieutenant you have to come and get the facts and report them back to you.

I am a strong believer in law and order – I have respect for the laws of my Country and for the men who enforce them but now – find myself determined to find out what has happened.

I will do anything I can possibly do to help in Clearing this situation.

I am not a crank or a trouble maker. Im fighting desperately for my home, my State, my Country. I have nothing personally to gain. My reward will be that I can hand over to the Children of this area ~~some~~ all of the beauty that surrounds us. It is not mine to destroy or to exchange for a dollar. I see it as mine to fight for and to protect as long as I am able and then to pass on to some one else whose eyes reflect to their mind the beauty that surrounds us.

Please help –
We are waiting –

Respectfully yours –

Robert L. Ziak

Rt 4 Box 536

Astoria, Oregon
97103

RECEIVED
SEP 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 1 1970

THE DAILY ASTORIAN

MORGAN COE, Publisher
MICHAEL A. FORRESTER, Editor
D. J. BUDDE, Advertising Dir. - Business Mgr.
KENNETH BUE, Mechanical Superintendent
DELBERT JAMIESON, Circulation Manager
RUTH COX, Business Office Manager

The Asphalt Case

Knappa residents who've been burned up about operation of the asphalt plant next to Big Creek have good reason to feel that way.

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Except for the county building inspector, county and state officials gave little or no outward sign of concern about the plant's operation.

The district attorney's office was quite slow in seeking a restraining order against the Compton outfit, the order finally being mailed out to officers of the firm at about the time the asphalt order was filled.

Complaints were made to the Oregon Fish Commission office (because the plant was reportedly taking water from Big Creek), the Dept. of Environmental Quality (because the plant was allegedly emitting smoke), the state Highway Division (using the asphalt on its project), the state engineer's office (which issues permits to parties to take water from streams) and the governor's office. Result: nothing.

The Fish Commission referred a complaint to the state engineer. The engineer told The Daily Astorian this week that his staff wasn't big enough that the complaint could be checked immediately. He said his office would try to determine if anyone was taking water from a stream without a permit, but said the courts don't normally hand out punishment unless such taking of water means someone else is deprived of it.

This paper was told that officials of the Fish Commission and Dept. of Environmental Quality had viewed the asphalt plant, but no one seems to be able to confirm it.

The Highway Division says its contracts with prime contractors (Compton was a subcontractor) provide that they are to comply with the regulations of the city or county in which they are doing work. But the Highway Division says it's not sure who is to see to it that the prime conractors do comply—the city or county involved or the Highway Division.

Residents have also felt frustrated about actions, or the lack of them, on the local level.

The county commissioners said they went out to the plant and one talked to Compton, but obviously with no effect on operation of the facility. A woman said she had told the County Commission chairman a few months ago that Compton would supply the asphalt, but the commission chairman said it had come as a surprise to the commission.

And the ways of justice were exasperating. The sheriff couldn't just go out and arrest the plant operators; the court order had to be served, and not on the plant personnel but by mail to the company officers.

Some of the inaction and delay was probably excusable. It does take a certain amount of time for government agencies to move, and such an industrial activity has to be attacked through the court, which again takes a certain amount of time.

But the problem is that the facility was able to function as it pleased, ignoring a county stop-work order, that its product went to a state agency and that residents with complaints got nowhere.

Sure, the Highway Division got its asphalt. But the case may make it harder for the county to enforce its ordinances and directives regarding individuals. A citizen is apt to say to the County Commission, "Why should I do what you say? The asphalt plant didn't have to."

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PAGE 10 ASTORIA, OREGON, FRIDAY, AUGUST 28, 1970

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ASTORIAN

More
Sun
Weather Page 2

ESDAY, AUGUST 26, 1970 TEN PAGES PRICE TEN CENTS

'Commissioners Should Resign'

Knappa Group Scores Board

By GRADY PANNELL
Of The Daily Astorian

Clatsop County's three commissioners were urged this morning by a Knappa delegation spokesman to resign their positions and allow a young, energetic trio with no outside business interests take over operation of county government fulltime.

One commissioner, Hiram Johnson, said he would harbor no such intention, that he was elected by majority of the people. The two others, Chairman Verne Stratton and Lyle Ordway, somewhat emotionally refuted a series of accusations made by the Knappa spokesman, Robert Ziak.

Not all the dozen men and women indicated they wanted to "go that far," but most agreed that county government had "broken down" over the latest controversy at Knappa, a hot mix asphalt plant.

And others beside Ziak thought there were "conflicting interests among all parties concerned" that allowed an asphalt plant structure to be assembled at Big Creek, pump water from the prime fishing stream and manufacture asphaltic materials for a highway construction project a week after the Clatsop building inspector issued a "stop work" order against the operation.

Ziak, a Knappa logger, had appeared several times recently before the commission on other matters but never before publicly had he charged the commission with:

—Personal harassment (of him and his family over a contested right-of-way);

—Lack of foresight in county planning;

—Utter contempt of the people they are elected to serve;

—Something that bordered on collusion between various state agencies, the Knappa rock crushing and asphalt plant and, possibly, realization of this by the three commissioners;

—No intention to try and stop the asphalt plant operating at Big Creek (or the rock crusher) because the county had done

(Continued on Page 2)

Area Briefs

Depot Closed — The Clatsop County Abundant Food Depot is closed. The next food issue dates will be Sept. 8 and 10. The depot is located at 1017 Marine Drive, Astoria.

Exonerated of Charge — Russell D. Church, Seaside, who pleaded guilty last December to a misdemeanor petty larceny charge and was placed on a year's probation by Clatsop District Court Judge Harold T. Johnson, has been exonerated of the charge as result of new evidence. Court's decision thus reverses the verdict Gearhart Police Chief Bill Eddy recently completed new investigation of the case.

Swanson Named—Astoria City Council member Arnold Swanson has been named again to the League of Oregon Cities' Legislative Committee. The committee works on proposals in the cities' interest to be taken up by the 1971 State Legislature. Making the appointment was Mayor Lester Anderson of Eugene, president of the League.

Columbia Hospital—Admitted were Joseph Coulombe, 388 Franklin, Astoria, medical; Harry Thomas, P. O. 136, Hammond, medical; Joseph Duffin, 155 Flavel St., Astoria, medical.

Columbia Memorial Hospital—Admitted were Sheryl Miller, daughter of Dr. and Mrs. Rodney S. Miller, 15 Auburn, surgery; Mrs. Gordon Howe, 2952 Franklin, Astoria, medical.

Theft — Sharon Hall, 2896 Grand, informed Astoria police that some money was presumed stolen from her home last Wednesday.

Registration — Lewis and Clark School District No. 5 will have registration for all students Aug. 31 and Sept 1 from 9 a.m. to 9 p.m. at the Lewis and Clark School. Classes will start Sept. 8.

Obituary

Ben Coleman, Sr.

A well-known former Astoria resident, Benjamin F. Coleman Sr., 83, St. Helens, died Monday in St. Helens.

Coleman was born July 31, 1887, in Little Rock, Ark.

He had worked for the Crossett-Western Logging Company, as a foreman for many years. As a young man, he had played professional baseball in this area.

Coleman is survived by five sons, Ben O. Coleman and Dr. Edward L. Coleman, both of St. Helens, Otto B. Coleman and George A. Coleman, both of Portland, and Jordan Coleman of San Francisco, Calif.; a brother, Ader Coleman of Portland; a sister, Mae Wyard of Snohomish, Wash.; fifteen grandchildren; and four great-grandchildren.

Serivce is being planned for Friday at 10 a.m. at Coleman-Rushing Mortuary, St. Helens, with graveside service at 3:00 p.m. Friday at Oceanview Cemetery.

Public Records

Births

August 26, 1970

BOUDREAU — Mr. and Mrs. Stephen Boudreau, Seaside, a girl.

Deaths

COLEMAN — Benjamin F. Coleman Sr., 83, St. Helens, died Monday at St. Helens. Funeral service will be Friday. Arrangements by Coleman-Rusing Mortuary, St. Helens.

Gillnet Season Closes; 'Best August Since '65'

"Best August season since 1965," was the word for the current season today along the waterfront as gillnetters began racking nets following the seasons last night.

The season officially closes at 6 p.m. today, but few fishermen were out for the day tides, as water was reported too clear for good fishing and tides were unfavorable.

Tuesday night's hauls held up well, with deliveries to canneries this morning averaging around 700 to 800 pounds. Qual-

fresh market.

Canneries will be running several days to clean up the fish landed in the past week.

Tuna landings continued to come into port today from off the Columbia. Several of the bigger bait boats were landing loads up to 50 tons each today.

River fishing will be closed until Sept. 14, when the fall season is scheduled to start, unless Oregon and Washington regulatory agencies approve a request by the industry for an opening two days early to harvest the expected big run of

Knappa Group

(Continued From Page 1)

business with the quarry operators.

Assistant District Attorney

Other Knappa spokesmen, in particular Tony Stramiello Jr., Paul Christensen and Mrs. John Hardester, also asked commissioners why the county had an "assistant district attorney" if he could not act in absence of the district attorney in matters the board of commissioners termed 'illegal."

But it wasn't just the three-man county board that was roasted. Anger over "run-arounds" by the Oregon Fish Commission, the governor's office and other agencies was vented by all but one man, long-time Astorian K. A. Mikkula, who charged Ziak with making "irresponsible accusations" and trying to stop construction of a "much-needed" highway. He was assured by Ziak and others, however, they did not want to stop U.S. 30 realignment but talk between the two men became heated at times.

Ziak said, following reading of an open letter to the board of commissioners from Knappa resident Roy Hammond, that he planned to intervene more than before in problems at Knappa. This included phoning Gov. McCall and asking him to send one of his troubleshooters to Knappa community and "get our version" of what's going on.

'So Powerless'

One of the most persistent questions the delegation posed was why county government was "so powerless" when up against a company instead of an individual property owner and why a company the commission termed "operating illegally" could continue to do so. "We have a sheriff, couldn't he have been sent out to stop them?" one person asked.

Stratton said the sheriff could only intervene in a criminal matter, that the restraining order signed Tuesday afternoon by Judge Thomas E. Edison and prepared by Dist. Atty. Frank J. Coumont, was a civil complaint.

Sheriff Carl Bondietti also informed commissioners and Knappa people that the legal documents could not be served on anyone at the Knappa asphalt plant. He explained that since all defendant parties are corporations, the restraining orders had to be served personally on each officer of the different corporations, and since these officers resided in such places as Anchorage, Alaska, Portland area and McMinnville, the legal documents were forwarded by mail to "these three jurisdictions for service."

Christensen said it was this type of delay in crucial matters that stirred up the Knappa community so. He added that hardly any explanation now would satisfy Knappa. "In fact, some won't even believe you," Ziak interjected.

agreed on the matter of the asphalt plant possibly remaining in Knappa area. They told commissioners they did not want to see this happen.

Ziak also told commissioners that a couple of days ago he phoned the Oregon Fish Commission in Portland about water being pumped from Big Creek. "They referred me to Water Resources Board people and I was told this was first they ever had heard of this. They promised action but nothing was done. This," Ziak said, "was a good example of how state and county governments turn their backs on the little people."

Christensen said he, too, had been in communication with the Oregon Fish Commission, they promised to send a man (Dick Angstrom) to Knappa to check into the complaint, "but I read in the Daily Astorian that Angstrom never came down," he said.

Stratton said the commission felt it could act no sooner than it did because "we did not know who would be supplying the asphalt or that it would be set up in Knappa." But Mrs. Hardester reminded the chairman she had phoned him some months ago, saying she heard that "J. C. Comptom" would be the asphalt supplier and the work would begin in July.

Stratton said the county could not restrain the hauling into an area a structure that would be assembled on site, "but we instructed Karsten Sjoli, our building inspector, to issue a "stop work" order against them when they began putting up the plant, he explained.

Commissioner Ordway, engaging Ziak on several points, said he took exception to remarks that the commission was unable to conduct county business properly and he denied that county work performed by the board was anything but proper.

"Mr. Ziak, I think you are skating on thin ice over some of your remarks," Stratton said.

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Other Issues

Other issues the commissioners were pressed over were the "alleged taking of water from Big Creek in lieu of a state permit," continued ground clearing by Boise Cascade near Big Creek and the possible relocation of the asphalt plant at a future date at another area near the stream. None present dis-

being pumped from Big Creek. "They referred me to Water Resources Board people and I was told this was first they ever had heard of this. They promised action but nothing was done. This," Ziak said, "was a good example of how state and county governments turn their backs on the little people."

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Tuesday night's hauls held up well, with deliveries to canneries this morning averaging around 700 to 800 pounds. Quality of Chinooks was dropping, but the silvers being landed were large and in fine conditoin.

Packers estimated that most gillnetters who fished steadily through the August season must have made from $5,000 to $6,000 for the month's fishing, with price for salmon running around 52 to 55 cents and some cash buyers paying as high as 60 cents for bright fish for the fresh market.

Canneries will be running several days to clean up the fish landed in the past week.

Tuna landings continued to come into port today from off the Columbia. Several of the bigger bait boats were landing loads up to 50 tons each today.

River fishing will be closed until Sept. 14, when the fall season is scheduled to start, unless Oregon and Washington regulatory agencies approve a request by the industry for an opening two days early to harvest the expected big run of silversides.

The agencies agreed Monday to advance their Sept. 11 meeting to September 9 to consider the request.

Salvage Chief Leaves Tonight To Tow Freighter

4-1003

FORM 2-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1970

SUBJECT: Paving Plant Problem
FernHill-Burnside Section
Columbia River Highway

To: F. D. Morgan
CONSTRUCTION ENGINEER

As a follow up on the subject matter Mike Huddleston advised me of the following September 3:

Since completion of the paving an Injunction has been served on John Compton. It required a $500 bail which has been posted. Trail is set for Friday, September 4. It is the intention of Compton to forfeit the bail by not appearing. The charge was violation of a zoning ordinance.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
SEP 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GWW/cg

cc: Loren Weber

c - Klabec
A. Johnson.

NOTED
R. L PORTER

Routing
2 Morgan
Decker
1 Bond
4 Walker
Boehme
Johnsen

E Posso
3 Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 8 1970
CONSTRUCTION
DIVISION

SP*82475-734

4-1003

FORM 8-90-X (12-67.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 31, 1970

Routing
2 Morgan MM
3 Walker
Johnson
RECEIVED
SEP 1 1970
CONSTRUCTION
DIVISION
Pease
5
4 Litchfield
Gallagher
Stein

To: MEMO TO THE FILE

SUBJECT: Compton Problem
FernHill-Burnside Section
Columbia River Highway

The problem of Compton's paving plant set up in the Big Creek area in violation of the Clatsop County zoning ordinance has culminated in the following official complaints or inquiries through this office. The only other reports since the District Attorney called R. D. Asburry were those letters that are in the file and the verbal reports of Loren Weber.

At 3:45 P.M., August 26, Dick Angstrom of the Fish Commission called F. B. Klaboe indicating that Compton was not only violating the zoning regulations but also air pollution, water pollution and was threatening an imminent substantial fish run in Big Creek with the collusion of the Highway Division. Advised Klaboe:

1. About the District Attorney's contact with this office and the actions taken.

2. The improvement in the dust collection facilities on Compton's plant since the Tillamook set up earlier this month.

3. Paving was commenced Friday, August 21. There was also paving on Saturday. It should be completed Wednesday, August 26.

4. Compton was being fined $100 per day for being in violation of the zoning ordinance.

5. Either a restraining order or a summons for an injunction to halt the operation was being issued, apparently on Saturday.

6. Compton called from Weber's office on Monday, August 24, to the District Attorney and to County Commissioner Hiram Johnson. Weber partook of the one side of the conversation. Compton asked what he should do. They said to carry on until the Order was served on the proper company official. They did ask that Compton's attorney call. He arranged for this. After his attorney had done so, he had a very brief conversation with his attorney and then told Weber "I'll be seeing you".

7. There was some inference in the Monday addition of The Astorian Daily that the State Highway Division was named in the restraining order or injunction or whatever it was.

8. The Tuesday addition clarified that the State was not named.

9. The County Sanitarian stated the visual exhaust from the plant was "not polluting as it is just vapor".

10. The water for the dust collection facility is being taken from Big Creek in a 3-inch pipe under pressure. It is a small portion of the stream flow. After it is used in the scrubbing operation, it is still almost clear and it is going into the settling pond. The reason for the clearness is that the paving aggregate was washed together with a sand screw being utilized in its production. It is uncertain whether this water is being returned to the stream. Dick Nelson subsequently assured me it was not.

11. At 1:00 P.M., Wednesday, there was only paving of the easterly connection and other minor paving to be done. All of it should be completed by the end of that day. Mike Forrester of The Astorian Daily called Tom Edwards late Wednesday, August 26. As requested, I called Mr. Forrester at 8:00 A.M. the next morning and reviewed the above information with him with respect to our contractural obligations and local political obligations. He was also told that the paving was completed at 9:30 P.M. the previous evening except for 200 feet of shoulder which will have to come from a local commercial source. The paving plant will be torn down starting, August 27 with the moving out to Arlington actually starting August 28.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/cg

cc: F. D. Morgan
Loren Weber

RECEIVED
SEP 18 1970
FOR FILING

F-121(2)

7262

9-17-70

Legal says the condemnation case on this file is still pending.

ms

MACDONALD, DEAN & MCCALLISTER
ATTORNEYS AT LAW
801 COMMERCIAL STREET
P. O. BOX 808
ASTORIA, OREGON 97103

A. W. NORBLAD (1881-1960)
ROBERT C. MACDONALD
LAWRENCE M. DEAN
JERRY K. MCCALLISTER
HAROLD A. SNOW

TELEPHONE 325-2611

September 15, 1970

REFERRED TO
Admin
BY SECRETARY

Edwards

Al Johnson
Orig reply
cy - Edw

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: State of Oregon vs. Walter Grove, et al.
L-6008 R-38197
Fern Hill-Burnside Section Columbia River Highway

Gentlemen:

Mr. Walter Grove has informed me that the land area south of the newly constructed highway has continued to settle as evidenced by a number of cracks developing in his plant and the expansion of cracks in his sidewalks and patio.

I felt I would bring this very serious matter to your attention in the event you wanted to have someone make an inspection of the premises at this time.

Very truly yours,

MACDONALD, DEAN & McCALLISTER

Lawrence M. Dean

LMD/kj

9-18-70
orig to Sollie
to handle
by A.E.J.

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1970
OREGON
STATE HIGHWAY COMMISSION

F-121(2)
7262

STATE COPY

G-11

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

DATE 10-12-70
~~Order No.~~ 8
FEDERAL HIGHWAY ADMINISTRATION

Project Name FernHill-Burnside Date September 16 1970

Highway Columbia River Contract No. 7262 F. A. Project No. F-121(2)

County Clatsop Prefix 4-1003 Account No. 235-08

Description of Work To Be Done: Install slope meters

Location by Station Numbers: 215 to 260

Estimate of Quantities and Costs: All $3,000.00

Explanation: State forces equipped and experienced in this type of work

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,150,200.00	
Present estimate of project cost, including $3,000.00 for work under this order	$2,050,000.00	
Expected under-run XXXXXXX (amount)	$100,200.00	
Expected under-run XXXXXXX (per cent)	4.7	

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Division Engineer
Reg Const

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State Printing

F-121(2)
7262

OCT 1 2 1970

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 9-14-70
Contingent upon modification of project agreement if additional funds are required
BY D.K. H[illegible] Dist. Engineer
TITLE
DATE 10-12-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name FernHill-Burnside
Date Sept. 14 1970
Highway Columbia River
Contract No. 7262
County Clatsop
Prefix 4-1003
Contractor Slate-Hall
F. A. Project No. F-121(2)
Address 7805 S.W. 40th Ave. Portland, Ore 97219
Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Erosion control work, consisting of furnishing and placing rock and some concrete grout in those places where the run-off has or will erode the soil.

Location by station numbers: As needed Sta.'s 211 to 347

Estimate of quantities and cost:

Materials	1,000.00
Eq. Rental	150.00
Labor	160.00
Contractor's % Allowance	190.00
TOTAL	1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
There are no provisions in the contract to cover the materials necessary for this type of work.
Funds available in the project authorization under slide correction.
Contractor's percentage allowable as per the A.G.C. - State Agreement set forth in the contract provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,150,200	
Present estimate of project cost, including $1,500.00 for work under this order	$2,050,000	
Expected under-run ~~XXXXXXXX~~ amount	$1009200.00	
Expected under-run ~~XXXXXXXX~~ per cent	4.7	

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: [illegible]
Reg Const Division Engineer

Approved: [illegible] 10-13-70
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

SP-23077-734

1262

Form 2-200-5M

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-3
Contingent upon modification of project agreement if additional funds are required
BY G K Hos
TITLE Dist. Engineer
DATE 8-19-70

Project Name FernHill-Burnside
Highway Columbia River
County Clatsop
Contractor Slate-Hall
Address 7805 S.W. 40 th Ave. Portland, Oregon 97219

Date 7/31/1970
U. S. BUREAU OF PUBLIC RO[illegible]
Contract No. 7262
Prefix 4-1003
F. A. Project No. F-121(2)
Order No. 7 Supplemental #3 Rev.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clearing-Fill breakdown work-Sub-drainage extension- Counterbalance fill-Preliminary slope dressing (cat work)

Location by station numbers:

311+50 - 325

NOTED
TOM EDWARDS

Estimate of quantities and cost:

	Previous	Additional	New Total
Equipment Rental	16,700	2,870	19,570
Labor	7,340	1,170	8,510
Materials	-	2,000	2,000
Contractor's percentage	3,960	960	4,920
Total	28,000	7,000	35,000

NOTED
A. E. JOHNSON

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work necessary to correct recurrence of sliding conditions in fill at sta. 319 - 322. This work authorized by telephone from Division office July 13, 1970. Contractor's percentages as per State-A.G.C. agreement, which is set forth in the Contract Provisions. Money is still available in the project authorization under Slide Correction heading.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,150,200
Present estimate of project cost, including $ 7,000 for work under this order $2,075,296
Expected under-run XXXXXXXX amount . . . . $ 74,904
Expected under-run XXXXXXXX per cent 3.5%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Asst Division Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

SP*23577-734

Original to construction 8/21/70

Form [illegible]

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F-121(2)
7262

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APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY S. K. [illegible]
Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT ~~BASIS~~

DATE 6-4-70
~~Date May 13, 1970~~
~~U. S. BUREAU OF PUBLIC ROADS~~

Project Name Fern Hill - Burnside
Highway Columbia River
County Clatsop
Contractor Slate - Hall
Address 7805 S.W. 40th. St. Portland, Oregon 97219
Contract No. 7262
Prefix 4-1003
F. A. Project No. F121(2)
Order No. #1 Supplementary #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging State share

NOTED
F. B. KLABOE

Location by station numbers: Entire Project

Estimate of quantities and cost:

Previous Flagging State share	$20,000
New: No additional amount this order	
Total to Date	$20,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Extra work as provided in the Special Provisions and as modified by Mr. Morgans letter of May 8, 1970 which states in part, in cases where the necessity for flagging is of an intermittent nature of four hours or less duration, the contractor may use crafts, other than flagmen at specified rates or general laborers, that are immediately available at the site of the work and the State will participate, on a force account basis, on the specified wage of the craft used.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,150,200
Present estimate of project cost, including $ none for work under this order	$ 2,150,200
Expected under-run over-run amount	$
Expected under-run over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Asst Division Engineer

Approval Recommended: [illegible]
Construction Engineer ~~or Bridge Engineer~~

Approved: for [illegible]
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

6-8-70

SP*22077-134

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FORM 2-30-X (12-67)
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F-121(2)
7262

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1970

To: MEMO TO THE FILE

SUBJECT: Slide Problem
FernHill-Burnside Section
Columbia River Highway
Contract No. 7262

A. B. KLAB

Don Hall, Elton D. Slate and E. E. Anderson of Slate-Hall and John Compton of J. C. Compton Company met with Glenn Hossner, Lyle Renz and Frank Baldwin of the Bureau of Public Roads and G. L. Decker, R. D. Asburry, Ed Johnson, Loren Weber, Dick Nelson and I Thursday, April 9 about only partially completing the subject project westerly of station 242. This area on which the balance of its grading and surfacing is being postponed is 3100 feet in length. The history and reasons for the basis of the decision to only partially complete and the results of the negotiations of this meeting were:

Presently there are four major slides. For identification:

1. Backanan's, Station 215-242;
2. Osterholme, Station 242-254;
3. Slim's Gun Shop, Station 314; and
4. Station 322.

All involve foundation problems with the first two also containing cut slope failures.

An abbreviated history and a listing of official BPR and State visitors to the project are attached. It is noted 29 percent were BPR.

The two easterly fill slides Stations 314 and 322 are similar. They slumped late last year and were repaired with counterbalances and random fills. Some slumping has occurred since. Most of it is high. The random fills and counterbalances are in fair shape. Slope flattening and improvement of the random fill is all that is presently planned. This will require approximately 100,000 cubic yards. Gedney of the BPR thought these fills were constructed too rapidly. This isn't deniable. There are few fills on the project and they are high. It would have taken another year to have met his schedule. We will closely approach it on the repairs.

The cut portion of the Backanan slide has not stopped since starting August 26, 1969. The foundation portion took a small movement about February 2, 1970 and hasn't been detectable since. A possible slope flattening would involve removing 352,000 cubic yards. This wouldn't remove all the moving material. It would only provide a fall-out area.

The material isn't needed on this project and can't be used because it isn't safe to raise the grade.

The next project hasn't been finalized. The present plan to stay about parallel to the railroad may have to be abandoned. It is doubtful if any more fill could be used on it. But until the soils report is filed, there is always a possibility. A route more nearly following the existing highway or on the other side of the railroad would have more use for excess material. In fact the latter would be all borrow. We obviously shouldn't waste and then borrow in the same area. Hence the reason to postpone completion of 3100 feet until alignment ahead is finalized.

The Osterholme slide is still slowly moving. It must, however, be crossed to have a reasonable connection. Also of the 63,000 cubic yards of fall-out excavation 45,000 cubic yards are needed at 314 and 322. A proposed cut-off trench backfilled with, in part, a pervious material should substantially improve the underground water conditions. This may stop this slide. If not, it was still needed and an underground rock inlay can, without doubleup work, later be notched into the slip plane.

Elton Slate, Jim Linebach, E. E. Anderson and Harry Mitchell of Slate-Hall were first advised of this proposed partial completion April 3. Grading quantities wouldn't be reduced from the contracted amount. So they didn't object and were cooperative. Major change would be with the surfacing. Hence the present meeting to include the surfacing subcontractor John Compton.

It was already recognized we had some obligation to complete the Station 250-267 Stage II earlier than the contractor's plan on which his bid was based. For this reason a modified surface was proposed at Station 243-267. This was both for economy and to help utilize the now excess materials.

We would have been obligated, because of the surfacing reductions shown on the two different attached, modified summaries, to prorate the fixed costs and possibly more where the excess materials couldn't be disposed. A brief study brought forth a proposal from John Compton. Utilize the excess rock to replace the CTB and lime subgrade. An approximate balance of quantities was possible. But Decker objected to elimination of lime with plain CTB aggregate in the base. It is, however, clean. And we can in part use "plant mix stone base" material. So it was agreed to eliminate the CTB but not the lime.

A sheet comparing surfacing values is attached. The necessary Price Agreement will follow. Prices were to remain as bid except for A.C. needed in Stage II construction.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

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APR 23 1970
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GWW/cg
Attach.
cc: F. B. Klaboe ✓
F. D. Morgan
Lyle Renz
Loren Weber

Surfacing Values

FernHill-Burnside

Columbia River Highway

Per Contract:

Surfacing Item	Conversion Factor	Stone Base Value
4-inches A. C.	2.0	8
8-inches CTB	1.8	14.4
6-inches Lime	0.8	4.8
12-inches		27.2 inches
Proposed Stage II (Sta. 242-268)		
6-inches A. C.	2.0	12.0
15-inches Modified Base Rock	1.0	15.0
21-inches		27.0 inches
Modified Surfacing (Sta. 268-347+50)		
4-inches A. C.	2.0	8.0
14½-inches Modified Base Rock	1.0	14.5
6-inches Lime	0.8	4.8
18½-inches		27.3-inches

Pertinent Dates

FernHill-Burnside Section

Columbia River Highway

Bids received	May 15, 1969
Contract awarded	May 20, 1969
Work commenced	May 23, 1969
Renz and Wimer agreed on Sta. 322 foundation work	June 18, 1969
Began Sta. 322 rock foundation	July 10, 1969
Eliminated Sta. 235-243 detour (foundation problem)	July 30, 1969
Anticipated Sta. 229-235 foundation problem-See Weber's ltr.of	July 30, 1969
Cut slide developed Rt. Sta. 237	August 26, 1969
Partial suspension of work (Sta. 314 & 322 fill slides)	September 3, 1969
Horizontal drains authorized	September 4, 1969
Some Sta. 322 correction started	September 4, 1969
Stas. 237 and 314 corrections started	September 9, 1969
Stop work order rescinded	September 16, 1969
Basic corrections Stas. 314 and 322 completed	September 19, 1969
Sta. 314 fill work recommenced	October 13, 1969
Stas. 314 and 322 fills recracking	October 15, 1969
Started reworking Sta. 314 fill-last grading day	October 24, 1969
Backanan's moved because of Sta. 237 slide	November 6, 1969
Notification of S.P. & S.R.R. movement Sta. 215-230	February 2, 1970
Division drill crew started	February 3, 1970
New slide noted Sta. 250-255	February 6, 1970
Contacted Mrs. Osterholme about Sta. 250-255 slide	February 16, 1970
Preliminary data to Salem about	February 17, 1970
Contractor called about starting in 3 weeks	March 24, 1970
BPR and State met on site to evolve plan	April 2, 1970
State and contractor discussed partial completion	April 3, 1970
BPR., State, contractor and surfacing subcontractor met	April 9, 1970

Official B.P.R. & State Visitors

FernHill-Burnside Section

Columbia River Highway

Wimer, Glenn, Sugnet and Renz		May 21, 1969
Wimer and Renz		June 18, 1969
Morgan		June 19, 1969
Fretwell		June 20, 1969
Fretwell	Week of	July 12, 1969
Asburry, Wimer and Shultz		July 15, 1969
Morgan and Wimer		July 29, 1969
Wimer, Shultz and Murray		August 14, 1969
Asburry		August 20, 1969
Walker and Wimer		August 22, 1969
Decker and Asburry		August 26, 1969
Fretwell		August 27, 1969
Morgan		August 28, 1969
Decker, Wimer, Woolfe, Fretwell and Renz		September 4, 1969
Decker, Asburry, Wimer and Yarbrough		September 8, 1969
Wimer and Renz		September 23, 1969
Morgan		September 30, 1969
Decker, Wimer and Fretwell		October 23, 1969
Renz, Baldwin, Morrison and Yarbrough		October 27, 1969
Wimer and Hackleman	Week of	November 22, 1969
Asburry and Wimer		December 5, 1969
Baldwin and Beckett		December 9, 1969
Morgan		December 18, 1969
Asburry		January 6, 1970
Wimer		January 9, 1970
Rear, Wimer and Baldwin		January 30, 1970
Asburry and Wimer		February 9, 1970
Morgan, Decker, Wimer and Fretwell		February 10, 1970
Woolfe		February 11, 1970
Baldwin, Beckett and Hollis		February 27, 1970
Morgan, Decker, Wimer, Yarbrough, Fretwell, Renz, Baldwin, Gedney, and Schwegler		April 2, 1970
Morgan and Wimer		April 3, 1970
Simpson, Hossner and Renz		April 8, 1970

B.P.R. officials are underlined.
Of the 79 total, 23 or 29% were B.P.R.

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F-121(2)

7262

April 17, 1970

Mr. H. F. Moy
Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97209

3341

Dear Mr. Moy:

Further reference is made to your letter of February 16 concerning an alleged slide condition in the vicinity of your M.P. A93.4, A93.6 and A91.3 adjacent to the Fern Hill-Burnside Section of the Lower Columbia River Highway in Clatsop County.

Additional inspection of this area has caused a decision to be made which will eliminate the completion of the westerly 3,000 feet of highway grading and surfacing of this project at this time. Slide correction work and drainage work will be performed in this vicinity which will permit completion of the present contract westerly to Station 240.

Rather extensive study and planning will be applied to the westerly 3,000 feet of this contract to determine necessary corrective work required to stabilize the slopes southerly of the centerline of the proposed extension westerly.

You will be advised of our findings and our plans of future corrective measures as they develop.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
L. I. Lindas
F. D. Morgan
R. D. Asburry

FDM:fw srb

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MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-121(2)
7262

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-4-70
Contingent upon modification of project agreement if additional funds are required
BY D. K. H[illegible]
TITLE Dist. Engineer
DATE 5-4-70

Project Name	Fernhill - Burnside
Highway	Columbia River
County	Clatsop
Contractor	Slate - Hall
Address	7805 S.W. 40th Ave. Portland, Oregon 97219
Date	U.S. BUREAU OF PUBLIC ROADS 70
Contract No.	7262
Prefix	4-10.3
F. A. Project No.	F-121(2)
Order No.	9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate, install 12" drain with pervious backfill, and complete backfill with excated material, an interceptor ditch above a slide area.

NOTED
F. E. KLABOE

Location by station numbers:

Sta. 247 to Sta. 260

Estimate of quantities and cost:

Materials	$18,310.00
Equip. Rental	44,300.00
Labor	15,000.00
Cont. Percentage	12,390.00
	~~$80,000.00~~
	90,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Wet unstable condition of the area, and the necessity of backfill as soon as possible, make excavation payment impractical, also no bid item for 12" perf. drain pipe.

Work has not commenced as of this date, Standard AG.C rates and contractors percentage allowance, as set forth in the contract provisions are applicable.

Funds for this order available under Item #94003 Slide Correction.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	2,150,200.00 ~~$1,250,[illegible]~~
Present estimate of project cost, including $90,000.00 for work under this order	2,150,200.00 ~~$1,250,260.00~~
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Asst Division Engineer

Approval Recommended: [illegible]
Construction Engineer or ~~Bridge Engineer~~

Approved: [illegible]
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office Engineer~~

5-5-70

SP*23577-734

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MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-121(2)
7262

Contingent upon modification of project agreement if additional funds are required

BY D. K. H
TITLE Dist. Engineer
DATE 5-4-70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U. S. BUREAU OF PUBLIC ROADS 70

Project Name FernHill-Burnside
Highway Columbia River
County Clatsop
Contractor Slate-Hall
Address 7805 S.W. 40 th Ave. Portland, Oregon 97219

Date April 7
Contract No. 7262
Prefix 4-1003
F. A. Project No. F-121(2)
Order No. 6 (Supplemental) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clearing, dressing and drainage of cut slide areas.

NOTED
F. B. KLABOE

Location by station numbers: 220 to 257 Right

Estimate of quantities and cost:	Original	New	Total
Equipment Rental:	2000	19000	21000
Labor:	600	6300	6900
Materials:	-	-	0
Contractor's Percentage:	400	4700	5100
Total	3000	30000	33000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This order covers the work of clearing the entire slide area, dressing the area to heal cracks and what drainage may be done to handle the surface run-off. It is not anticipated that there will be any material moved, other than the incidental drainage work which may be done by dozers. Payment of excavation of materials to be moved will be handled by bid items or such other orders as may be necessary. (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ ~~21200~~ 2150200	
Present estimate of project cost, including $ 30000 for work under this order	$ 2150200	
Expected under-run over-run amount	$ -	
Expected under-run over-run per cent	-	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer
for

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer. Construction

5-5-70

SP*22577-734

This work has not commenced as of April 7, 1970.

Percentage allowances as per A.G.C. - State Agreement as set forth in the contract provisions.

Funds for this work are provided in the project authorization under slide repair

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CONSTRUCTION
DIVISION

Form [illegible]

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MAY 5 1970
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STATE HIGHWAY ENGINEER

F-121(2)
7262

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED [illegible]
Contingent upon [illegible] of project agreement if additional funds are required
BY G. K. Hosenic
TITLE Dist. Engineer
DATE 4-5-70
U.S. BUREAU OF PUBLIC ROADS

Project Name ernHill-Burnside

Date [illegible] 1970

Highway Columbia River

Contract No. 7262

County Clatsop

Prefix 4-1003

Contractor Slate-Hall

F. A. Project No. F-121(2)

Address 7805 S.W. 40 th Ave. Portland, Ore. 97219

Order No. 7 (Supplemental # 2)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clearing, pioneer work and movement of adjacent humps into the counter-balance and random fills by dozers. Foundation preparation for pipe extensions and existing pipes where necessary. Movement of existing fills into counter-balance fills and re-working the remainder of the fills where cracks are evident to heal them, plus final preparation of fills to enable srapers to re-start their work.

NOTED
F. B. KLABOE

Location by station numbers: 311+50 to 315 & 319 to 325

Estimate of quantities and cost:

	Original Supplemental #1	New	Total
Equipment Rental	13,450	3,250	16,700
Labor	6,300	1,040	7,340
Materials	-	-	-
Contractor's Percentage	3,250	710	3,960
Total	23,000	5,000	28,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Work to prepare slides and drainage to where it may be done by contract bid prices.

This work began Sept. 9, 1969 by authority from Division and Construction offices, by Messrs. Wimer and Decker 9/8/69.

Percentages allowable as per A.G.C. - State agreement which is set forth in the contract provisions. There are available monies for this in the project authorization under the heading of slide correction.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 2150200

Present estimate of project cost, including $ 5000 for work under this order $ 2150200

Expected under-run / over-run amount . . . . $ -

Expected under-run / over-run per cent . . . . . . -

Space to right of this line is for use of Salem Office

Submitted by: Ken Mikle
Resident Engineer

Approval Recommended: H. [illegible]
Asst Division Engineer

Approval Recommended: [illegible]
for Construction Engineer ~~or Bridge engineer~~

Approved: [illegible]
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

5-5-70

SP*23577-734

RECEIVED
[illegible] 4 - 1970

FOR FILING

F-121(2)

7262

March 4, 1970

3251

Mr. H. F. Hoy
Chief Engineer
Spokane, Portland and
Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon

Dear Mr. Hoy:

Reference is made to your letter of February 16 addressed to Mr. Morgan concerning an alleged slide condition in the vicinity of your MP A93.4, A93.6 and A91.3 adjacent to the Fern Hill-Burnside Section of the Lower Columbia River Highway in Clatsop County.

We are now thoroughly examining these areas in an effort to determine what has occurred and, if there is a landslide, what remedial action is indicated. You will certainly be advised of our findings and consulted concerning them.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan - Please continue investigation and advise me.
R. D. Asburry
Leonard Lindas (w/copies of correspondence)

FORM [illegible] SP*10102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
February 24, 1970

SUBJECT: Slides
FernHill-Burnside Section
Columbia River Highway
Prefix: 4-1003 Contract # 7262

To: Mr. R. D. Asburry
Division Engineer

Attn: Mr. G. W. Wimer

This is in response to your teletype of Feb. 20, 1970 wherein you ask for a report on the facts as I have them to date.

The first slide problems in the general area were noticed on Aug. 26, 1969 with this being just Easterly from the Bachanen house. A small " pop out " slide developed later with this being nearly directly below the Bachanen house and on Sept. 25, 1969 it was noted that there were some cracks developing in the cut in back of the Bachanen house.

New cracks developed in front of the Bachanen house with these first noticed on Oct. 20, 1969 and these became larger and extended both Easterly and Westerly generally parallel to center line until at present there are visible cracks from about station 220, in back of the Buckman place continuously to about station 242, with the exception of a short area between approximate stations 226 and 228. Visually all of the above sliding appears to be above the subgrade, that is, coming in from the top with no movement below.

There was one area below the Bachanen place that was investigated and found to be unstable. This specifically being between the Existing Highway and the new alignment from station 229 to 234.

A deep trench was excavated through this area and a combination of rock backfill and drainage was placed troughout with this being done in August and September of 1969.

The first knowledge we had of disturbance to the Rail Road was on Feb. 2, 1970 when Messrs. Haugen and King came to my office to inform me that they were in the process of repairing their roadway in the area from about opposite our station 215 to 230, with the maximum movement occuring on the Westerly end to a maximum of about a foot vertically and a half foot laterally, according to them.

At the same time they said they were having trouble at Burnside but didn't feel this was caused by our work but rather by someone having been digging in close proximity to the tracks and caused the slippage. This would be the Mile Point 91.3 referred to in Mr. Moys' letter. This point is approximately 1800 feet Northerly from our work area where we haven't experienced any difficulty to my knowledge.

I made an inspection of this area and find that the displacement referred to is actually at about Mile Point 91.4 where there is a definent movement of the tracks to the North. This occurs directly below where the adjacent property owner has excavated an area, apparently for a homesite. The excavated material has been pushed over toward the RailRoad so that it loads the ground just to the South of the tracks and there is a slough crack in the fill above the RailRoad displacement. To date the RailRoad people havn't done any work toward re-alignment at this location.

I talked to two property owners who have houses above the area of mile points 93.4 and 93.6, Mr. Belcher and Mr. Fornas. Neither of these two had found any problems that would indicate movement, though Mr. Forras had a small crack in his basement floor which, due to the fact that this is new work, I attributed to local shrinkage or settlement.

A visual check was made of the RailRoad but by this time there was little to be seen as they had been working since sometime the previous week and had the corrections nearly completed.

We inspected the general area for evidence of movement and found where an old stairway from the highway down to the tracks on the Buckman property had broken and slipped sideways close to the tracks, but this appears to be a previous break. Also an old building appears to have moved Northerly as the blocks have tipped, but a close inspection disclosed old grass between the concrete footing block and the post, this again indicating previous movement.

There is also a concrete retaining wall to the North of the tracks which has two old breaks, with one being about three inches wide, and the other being about four inches with the wall showing a vertical drop of about five inches on one side of the four inch gap.

I placed some wedge guineas in some of the openings and have detected no further movement.

Our survey crew immediately began running check lines in the general area and found that sometime between Oct. 1969 and Feb. 3, 1970, our center line has moved Northerly between stations 216 and 237 with the movement being up to 0.96 foot maximum at station 224+50 and an average of 0.60 between stations 221 to 229. It has also apparently risen about a foot from station 223 to 225.

There was no apparent lateral or vertical movement from station 237 to 248, then again between Oct. 1969 and Feb. 1970 we show lateral movement in excess of a foot from station 249 to 254 with no appreciable vertical movement.

We have made checks since the first of February and find no definite measurable movement from station 216 to station 248, but we do find some lateral movement Northerly from station 248 to 255, this having apparently moved between one and two tenths of a foot.

We have also placed a traverse along the existing highway from opposite station 208 to 242 and have found no definite measurable movement either laterally or vertically between the 5th and 16th of February and we have ran traverses along the RailRoad but to date haven't been able to establish any patterns of movement.

We have extended the cross sections on the right throughout the area with check lines being established at stations 224, 234+50 and 248+50. A recheck was made of the one at station 248+50 where we have found an apparent drop of up to 0.51 of a foot.

In addition to these we have a section to the left at station 248+50 but haven't done a recheck of this as yet.

The Division Geology crew has placed slope meters at various places throughout the area, eight in all I believe, and to date we have found no measureable movement in these. Mr. Fretwell will have to be contacted as to what the meter readings show up to this writing.

Summarizing briefly, we have found that movement has occured sometime between Oct. 1969 and Feb. 1970 with this being mainly laterally between stations 216 to 239 and between stations 248 to 255 though there was some apparent heave in the centerline from station 223 to station 225.

Since we first began making checks in February, there has been little or no movement between stations 215 to 248 and apparently some small confined lateral movement between stations 248 to 255.

I am having the survey crew make further checks and am maintaining to date tabulations of their findings.

Loren A. Weber

Loren A Weber

Resident Engineer

M

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

February 16, 1970

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Peace
Swan
Glenn
Litchfield
Gallagher
[illegible]

RECEIVED
FEB 18 1970
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Morgan:

I refer you to your letter of April 25, 1969, wherein you advised this office that the Oregon State Highway Commission was receiving bids on May 15, 1969, for the construction of the Fern Hill-Burnside Section, Columbia River Highway, Clatsop County.

Our General Roadmaster recently advised me that between our MP A93.4 and A 93.6, and at MP A93.8 there has developed a sliding and heaving movement of the track grade. This track is immediately adjacent to work accomplished by the Oregon State Highway Department on Hwy. 30. Due to this movement it has become necessary to place a 15 mph slow order on our track and do a considerable amount of work to keep the track passable.

A member of my staff talked to your Resident Engineer Weber at Astoria. Mr. Weber stated he was not aware of any movement in our track but he did say that the Highway Department does have a slide problem just east of the above location. Prior to this construction activity on the part of the Highway Department the S.P.& S. Railway had never experienced any trouble at this particular locality.

Mr. F. D. Morgan
February 16, 1970
Page 2

I would appreciate being advised as to what the Highway Department will assume in the way of liability for the damage that is occurring to the S.P.& S. Railway.

Very truly yours

(Signed) H. F. Moy
Chief Engineer

HFM-e

cc-Mr. F. B. Klaboe ✓

RECEIVED
FEB 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1969
FOR FILING

F-121 (2)
7262

C

November 12, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7262, the Fern Hill-Burnside grading and paving project on the Columbia River Highway in Clatsop County, is anticipated. Slate-Hall of Portland is the contractor. This is a Federal-aid Primary project for which the original authorization was $1,847,316.65. The present anticipated cost is $2,150,200.00 indicating an overrun of $302,883.35 or 16.4 percent.

The major reasons for this overrun are increases in the bid items for Embankment Foundation Excavation and Rock Embankment Foundation Material plus extra work for slide correction. In order to provide a stable roadbed foundation, the bid item for Embankment Foundation Excavation was increased which required additional Rock Embankment Foundation Material for backfill. An overrun in the authorized amount for slide correction is due to more slide activity than had been anticipated. The above work has also caused an increase in the flagging costs on the project.

This request for an additional authorization will be presented to you at the November 18 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
R. D. Asburry
F. D. Morgan

DES:fw sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 10, 1969

SUBJECT: Fern Hill-Burnside Section
Columbia River Highway
Contract No. 7262

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to Slate-Hall of Portland. The original project authorization was $1,847,316.65. The present anticipated cost is $2,150,200, indicating an overrun of $302,883.35 or 16.4 percent.

The major reasons for this overrun are an increase in the bid items for Embankment Foundation Excavation and Rock Embankment Foundation Material and extra work for slide correction. During construction of the embankments on this project, it was determined that some of the underlying material was more unstable than had been originally anticipated. In order to provide a stable roadbed foundation, the bid item for Embankment Foundation Excavation was increased, which required additional Rock Embankment Foundation Material in backfill. Two Price Agreements were also written to cover this type of work. The overrun of these two bid items plus the added work amounts to more than $202,000. The unstable materials are also prevalent in excavation areas and the anticipated amount for slide correction of $100,000 (set up in the project authorization) has been determined to be inadequate. It is anticipated that slide correction work will require an additional $75,000. More flagging has been required than was anticipated, which will cause an overrun of $10,000.

It is recommended that the project authorization be increased by $302,883.35. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB/DES:fr:fw
Enc.
cc V. L. Gallgher

Form [illegible] (Rev. 10-60)

F 121(2)
7262

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Fern Hill-Burnside Date November 7, 1969

Highway Columbia River Contract No. 7262

County Clatsop Kind of Work Grade and Paving Contractor Slate-Hall

	Authorized	Estimated	
Contract Amount	$1,514,042.25	$1,683,836.00	
Anticipated Items	128,017.00	209,573.60	
Contingency (4½%)	73,892.66	91,513.03	
Engineering	131,364.74	165,277.37	APPROVED BY STATE HIGHWAY COMMISSION
Credits			DATE 11-18-69
PROJECT COST	$1,847,316.65	$2,150,200.00	

NET INCREASE $ 302,883.35 or 16.4%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item No. 6, Emb. Found. Exc., Unclass.	$ 81,250.00	+ $ 43,500.00
(C) Bid Item No. 8, Rock Emb. Found. Material	334,880.00	+ 125,280.00
(A) EWO No. 1, Flagging	20,000.00	+ 10,000.00
(A) PA 11 & 12; EWO 6, 7 & 8; SFO 5, Slide Correction	175,000.00	+ 75,000.00
(U) EWO No. 2, Adjust Private Water Line	3,875.00	
(U) EWO No. 3, Fence R/W as required by option	2,000.00	
(U) EWO No. 4, Upgrade Access Road	2,231.00	
(U) EWO No. 5, Remove mud	615.00	
(U) PA No. 1, Emb. Found. Exc.	4,230.00	+ 91,513.03
(U) PA No. 2, Pipe Found. and Bedding Material	3,700.00	
(U) PA No. 4, Rock Backfill	29,450.00	
(U) PA No. 6, Jack Pipe Across Highway	4,200.00	
(U) PA No. 13, Temp. Surfacing on Road Approaches	3,915.00	
(U) Future Contingencies	37,297.03	

Principal reasons for overruns (Continue on reverse side): Native soil in construction area was more unstable than originally anticipated. This caused need for extensive embankment foundation excavation and rock embankment backfill in fill areas and more extensive slide correction work throughout project.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ Loren Weber
Resident Engineer

Noted by Bond
Construction or Bridge Engineer

Confirmed by /s/ Gerald Wimer
Asst. Division Engineer

Noted by Klaboe
Assistant ~~Deputy or~~ State Highway Engineer

[illegible]

F-121(2)

12

7262

RECEIVED
DEC 1 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hosner
TITLE Dist. Engineer
DATE 11 DEC 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name [illegible]-Burnside ✓

Date [illegible], 19[illegible]

Highway Columbia River ✓

Contract No. 7262 ✓

County Clatsop ✓

Prefix 4-1003 ✓

Contractor Slate-Hall ✓

F. A. Project No. F-121(2) ✓

Address 7005 S.W. 40th Ave. Portland, Ore. 97219 ✓

Order No. 1 (Supplemental) ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging - State's Share.

Location by station numbers:

Entire Project.

Estimate of quantities and cost:

Previous Authorization	$10,000.00 ✓
Additional Anticipated	10,000.00 ✓
Total to Date	$20,000.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extra work as provided in the special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$~~1647316.65~~	2,150,200.00
Present estimate of project cost, including $10,000.00 ✓ for work under this order	$2200316.65	
Expected ~~under-run~~ over-run amount	$~~552000.00~~	50,116.65
Expected ~~under-run~~ over-run per cent	~~19~~ ✓	23

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Asst. Division Engineer

Approved: [illegible]
Highway [illegible]

12-12-69 ✓

NOTED
F. B. KLABOE

Form E-[illegible]

F-121(2)
7262

RECEIVED
NOV 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10/9/69
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10 NOV 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name FernHill-Burnside ✓
Highway Columbia River ✓
County Clatsop ✓
Contractor Slate-Hall ✓
Address 7805 S.W. 40 th Ave. Portland, Ore. 97219 ✓

Date ~~Oct. 15~~, 1969
Contract No. 7262
Prefix 4-1003 ✓
F. A. Project No. F-121(2) ✓
Order No. 8 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Use of the dragline to dig a trench to set the State's drilling rig lower with respect to the cut line and to assist in moving the drill from set to set.

Location by station numbers:

324 - 333

NOTE
F. B. KLAB

Estimate of quantities and cost:

Equipment Rental	1850.00
Labor	700.00
Materials	—
Contractor's Percentage	~~350.00~~ 417.50 RMW
TOTAL	~~2900.00~~ 2967.50 RMW

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work will in some cases be intermittent, and most cases, of such variable depths and widths that it is impractical to stake and re-measure.

Contractor's percentages allowable as per the State-A.G.C. Agreement which is set forth in the Special Provisions for the project. This work began Oct. 9, 1969/ approval from Division Office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $1847316.65 ✓
Present estimate of project cost, including $ ~~2900.00~~ 2967.50 for work under this order $1983295.34
Expected XXXXXXXX over-run amount . . . . $ 135978.69
Expected XXXXXXXX over-run per cent . . . . 7.3 ✓

Space to right of this line is for use of Salem Office

11-18-69

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer ~~Assistant State Highway Engineer or~~

SP*23577-734

RECEIVED
OCT 3 1969
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box, 300
Salem, Oregon 97308

F-121(2)

7262

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: Sept. 29, 1969

In reply refer to: 08-35-B-2

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

Morgan w/enc.
10-2-69

SUBJECT: Oregon Project F-121(2)
Fern Hill-Burnside Section
Columbia River Highway
State Force Order No. 5

Reference is made to your letter dated September 25, 1969 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

RECEIVED
SEP 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100—4M

G-1P

APPROVED EFFECTIVE DATE 9/4/69
Contingent upon modification of project agreement if additional funds are required
BY Walach
Dist. Engineer
TITLE
DATE 29 SEP 1969
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name FernHill-Burnside

Date Sept. 5 1969

Highway Columbia River

Contract No. 7262 F. A. Project No. F-121(2)

County Clatsop

Prefix 4-1003 Account No. 235 (05)

Description of Work To Be Done: Horizontal drilling to install drains in cut slopes where there are seepage areas.

Location by Station Numbers: As needed in excavation areas 211 to 347

Estimate of Quantities and Costs: All $ 5000.00

Explanation: State forces equipped and experienced in this type of work, and immediate availability. This work began as of 9/5/69.
Approval from Division Office obtained 9/4/69

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,847,316.65
Present estimate of project cost, including $ 5000.00 for work under this order	$1,957,316.65
Expected ~~under~~ over-run (amount)	$110000.00
Expected ~~under~~ over-run (per cent)	6

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

for

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

STATE COPY

RECEIVED
OCT 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F-1
7262

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
By: Valach
TITLE Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Fernhill-Burnside	Date	~~Sept. 18~~ 9 OCT 1969 U. S. BUREAU OF PUBLIC ROADS 19 69
Highway	Columbia River	Contract No.	7262
County	Clatsop	Prefix	4-1003
Contractor	Slate-Hall	F. A. Project No.	F-121(2)
Address	7805 SW 40th Ave. Portland, Oregon 97219	Order No.	7(Supplemental) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clearing, pioneer work and movement of adjacent humps into the counter-balance and random fills by dozers. Foundation preparation for pipe extensions and existing pipes where necessary. Movement of existing fills into counter-balance fills and re-working the remainder of the fills where cracks are evident to heal them, plus final preparation of fills to enable scrapers to re-start their work.

Location by station numbers:

311+50 to 315 - 319 to 325

Estimate of quantities and cost:

	Original	New	Total
Eq. Rental	$7900.00	$5550.00	$13450.00
Labor	2400.00	3900.00	6300.00
Materials	0.	0.	0.
Contractor's Percentage	1700.00	1550.00	3250.00
Total	$12000.00	$11000.00	$23000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work to prepare slides and drainage to where it may be done by contract bid prices.

This work began Sept. 9, 1969 by authority from Division and Construction offices, by Messrs. Wiver and Decker 9/8/69.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1847316.65
Present estimate of project cost, including $ ~~23,000.00~~ 111,000.00 for work under this order	$ 1957316.65
Expected ~~under-run~~ over-run amount	$ 110000.00
Expected ~~under-run~~ over-run per cent	6%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Morgan Deputy State Highway Engineer, Assistant State Highway Engineer or

10-13-69

SP*23577-711

Form [illegible]

RECEIVED
OCT 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F-7262

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 9 OCT 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name	Fernhill-Burnside	Date	Sept. 18 19 69
Highway	Columbia River	Contract No.	7262
County	Clatsop	Prefix	4-1003
Contractor	Slate-Hall	F. A. Project No.	F-121(2)
Address	7805 SW 40th Ave. Portland, Oregon 97219	Order No.	7(Supplemental) #1

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Location by station numbers:

311+50 to 315 - 319 to 325

Estimate of quantities and cost:

	Original	New	Total
Eq. Rental	$7900.00	$5550.00	$13450.00
Labor	2400.00	3900.00	6300.00
Materials	0.	0.	0.
Contractor's Percentage	1700.00	1550.00	3250.00
Total	$12000.00	$11000.00	$23000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

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(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1847316.65
Present estimate of project cost, including $ ~~23,000.00~~ 111,000.00 for work under this order	$ 1957316.65
Expected over-run amount	$ 110000.00
Expected over-run per cent	6%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Morgan
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~

10-13-69

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F-121
7262

STATE COPY G-1P

APPROVED EFFECTIVE DATE
Contingent upon [illegible] of project agreement if [illegible] funds are required
BY
TITLE Dist. Engineer
DATE 25 SEP 1969
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name FernHill-Burnside
Highway Columbia River
County Clatsop
Contractor Slate-Hall
Address 7805 S.W. 40th Ave Portland,Ore 97219

Date Sept. 9 1969
Contract No. 7262
Prefix 4-1003
F. A. Project No. F-121(2)
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clearing, pioneer work and movement of adjacent humps into the counter-balance and random fills by dozers. Foundation preparation for pipe extensions and existing pipes where necessary. Movement of existing fills into counter-balance fills and re-working the remainder of the fills where cracks are evident to heal them, plus final preparation of fills to enable scrapers to re-start their work.

Location by station numbers: 311+50 - 315; 319 - 325

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment Rental	7900.00
Labor	2400.00
Materials	0.00
Total/Contactor's %	1700.00
Total EWO#7	12000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work to prepare slides and drainage to where it may be done by contract bid prices.

This work began Sept. 9, 1969 by authority from Division and Construction offices, by Messrs. Wimer and Decker 9/8/69.

Percentages allowable as per A.G.C. - Slate agreement which is set forth(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1847316.65
Present estimate of project cost, including $12000.00 for work under this order $1957316.65
Expected ~~under-run~~ over-run amount $110000.00
Expected under-run over-run per cent 6

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: for Construction Engineer or Division Engineer

Approval Recommended: R. D. Division Engineer

Ref'd to Morgan

Approved: G. L. Decker
Office Engineer

in the contract provisions.

There are available monies for this in the project authorization under the heading of slide correction.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
RECEIVED
SEP 15 1969
CONSTRUCTION DIVISION
Paust
Swan
Gionn
Litchfield
Gallagher
Stein

Form E-200-3M

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SEP 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1969
FOR [illegible]

STATE COPY

G-1P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
By
Title Dist. Engineer
19 SEP 1969

U.S. BUREAU OF PUBLIC ROADS

[illegible]N STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name FernHill-Burnside F-121(2)

Highway Columbia River ~~Highway~~ 7262

County Clatsop

Contractor Slate-Hall

Address 7805 S.W. 40th Ave. Portland, Ore. 97219

Date Sept. 8, 1969

Contract No. 7262

Prefix 4-1003-~~299~~

F. A. Project No. F-121(2)

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clearing, pioneering and breakdown, plus such re-finishing work as necessary to bring the area back to the state of completion existing prior to the ~~slaide~~ slide break.

NOTED
F. B. KLABOE

Location by station numbers: Slide, Sta's 235 - 239

Estimate of quantities and cost:	
Equipment Rental	2000.00
Labor	600.00
Materials	0.00
Contractor's Percentage	400.00
Total	3000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide developed after the bulk of the material had been removed from the excavation; this order covers the extra work necessary to prepare the area for the actual work of removing the slide material and for the final trimmimg work to bring the area back to a condition comparable to what it was prior to the development of the slide. (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1847316.65
Present estimate of project cost, including $3000.00 for work under this order	$1957316.65
Expected ~~under-run~~ over-run amount	$110000.00
Expected ~~under-run~~ over-run per cent	6

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: 9-22-69
Deputy State Highway Engineer, Assistant State Highway Engineer or Office E

Contr

Contractor's percentages allowable as per the ~~ACC —~~ Slate agreement as set forth in the contract provisions.

This work has not been done as of Sept. 6, 1969 though approval to proceed has been givem as soon as the necessary Right of Way Permits have been obtained.

Funds for this type of work are provided for in the project authorization under slide removal.

Routing
Morgan
Decker
Bond
Walker
Boehme
Jahnsen

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SEP 1 [illegible]
CONSTRUCTION
DIVISION

Form [illegible]

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OCT 23 1969
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STATE HIGHWAY ENGINEER

F-121(2)
7262

STATE COPY F-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9/16/69
Contingent upon modification of project agreement if additional funds are required
BY E J Valach
TITLE Dist Engr
DATE 9 OCT 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Fernhill-Burnside

Highway Columbia River

County Clatsop

Contractor Slate-Hall

Address 7805 SW 40th Ave. Portland, Ore. 97219

Date Sept. 2 1969

Contract No. 7262

Prefix 4-1003

F. A. Project No. F-121(2)

Order No. 4(supplemental) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move dragline from present work area to station 322 and back.

Location by station numbers:

320 - 322

Estimate of quantities and cost:

Previous order	$1404.00
Expended on prev. order	1590.96
Materials	0
Labor	250.00
Equipmt. rental	300.00
Contractor's percentage	90.00
Total new work	$640.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Fill slide has developed cauding additional mud removal outside the previous limits of excavation. Dragline is only piece of equipment practical to do this work. Contractor's percentage allowance as per A.G.C. State agreement as set forth in the Contract provisions. Telephone approval to proceed at once obtained from Division office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1847316.65
Present estimate of project cost, including $ ~~2231.00~~ 2271.08 for work under this order	$1957316.65
Expected ~~under-run~~ over-run amount	$ 110000.00
Expected ~~under-run~~ over-run per cent	6

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: for Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.

10-13-69

SP*23577-724

F-121(2)

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AUG 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

7262

STATE COPY

G-1P

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
2 JUL 1969
Date
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Fernhill-Burnside	**Date**	July 17 1969
Highway	Columbia River	**Contract No.**	7262
County	Clatsop	**Prefix**	4-1003
Contractor	Slate-Hall	**F. A. Project No.**	F-121(2)
Address	7805 SW 40th Ave., Portland, Ore. 97219	**Order No.**	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Removal of bottom mud which has been displaced and trapped along the side of the excavated trench when the rock backfill was placed.

Location by station numbers:

322

Estimate of quantities and cost:

Equipment:	$1,050.00
Labor:	250.00
Materials:	0
Subtotal	$1,300.00
Contractor's Percentages:	300.00
Total	$1,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The original mud excavation and rock placement was done by price agreement. The mud was excavated as completely as possible at the time, but due to standing water in the hole, there was a comparatively small amount in the bottom which the rock backfill is displacing and which has no place to go, thus necessitate its physical removal.

OVER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1847316.65
Present estimate of project cost, including $1600.00 for work under this order	$1847316.65
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Loren A. Weber
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Gerald Wimer
Division Engineer

Approved: /s/ F. D. Morgan 8-5-69

Contractor's percentagesallowable as per State A.G.C. Agreement as put forth in the special provisions for the project.

This work has not been done as of July 17, 1969.

[illegible] 30 1969

6-18-69

COPY SENT

FORM PR-33A cc: OSHD (Klaboe)
(REV. 3-68)

Region
Wash DC

F-121(2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

JUL 22 1969
REGIONAL OFFICE gyh

INITIAL INSPECTION REPORT

(Check Appropriate box) ☒ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8 7262	REPORT NO. 1	COUNTY Clatsop	DIVISION Oregon
DATE OF INSPECTION 6-18-69	INSPECTION MADE BY L. P. Renz, Area Engineer		PROJECT NO. F-121(2)

IN COMPANY WITH
G. Wimer, Asst Div Engr, OSHD; Loren Weber, Res Engr, OSHD

LOCATION
US 30 - Approximately 3.0 miles east of Astoria.

CONTRACTOR NAME AND ADDRESS
Slate-Hall, Portland, Oregon

AWARD DATE 5-20-69	CONTRACT AMOUNT $1,514,042.25	TIME ALLOWED 350 Cal. Work Days	TIME STARTED 6-5-69	WORK STARTED 5-23-69
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14/350 = 4 %	WORK COMPLETED 4 %	

ROADBED (Width 44 Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading & AC Paving		2.55			
Lime Treated Subgrade			6	6	60
CTB			8	8	44
AC			4	4	44

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED

COLUMBIA RIVER HIGHWAY
FERN HILL - BURNSIDE SECTION
Grading and Paving

1. WORK COMPLETED:

Clearing and grubbing	45% complete
Grading	0%

NOTED
R L PORTER

2. WORK IN PROGRESS:

Clearing and grubbing operations were in progress at various locations throughout the length of the project. The contractor was excavating unsuitable foundation material at the Sta 322 area.

(more)

Ref'd to Morgan
7-23-69

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JUL 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

3. WORK INSPECTED:

All operations in progress were inspected.

4. EXTRA WORK ORDERS, STATE FORCE ORDERS, AND PRICE AGREEMENTS:

PA #1 is being prepared to provide for additional rock embankment at a location not shown on the plans. The location where the additional rock embankment will be placed is at Sta 322. Estimated total cost - $9,000. Work is commencing under advanced approval of funds. This order is recommended for approval as participating.

EWO #1 has been issued for the State's share of the flagging. Estimated cost - $10,000. This order has been approved.

EWO #2 has been issued for temporary and final relocation of a waterline as shown in the Special Provisions. Estimated total cost - $1,105.

EWO #3 has been issued for fencing on right of way files 42020 and 38197. Estimated total cost - $1,120. This order is approved as nonparticipating.

5. LABOR COMPLIANCE AND EEO:

The Project Engineer reports that payrolls are current and in good order. The Project Engineer has interviewed several project employees and the reports of interview are on file in his office. These interviews indicated that the employees were receiving wages at least equal to the minimum specified under the contract.

A letter is on file in the Project Engineer's office from the contractor which designates his equal opportunity officer at the project site. The contractor's monthly EEO report has been submitted and is considered to comply with the reporting requirements. It was noted that no minority people have been employed on this project as of this date.

6. CONSTRUCTION SIGNING AND SAFETY:

Adequate construction signs have been placed throughout the construction to insure safe passage of the road users.

(more)

7. REVIEW OF OTHER PROJECT RECORDS:

The right of way delays as set forth in Article 8-11 of the Special Provisions have now been cleared up. The Project Engineer reported that the delay at Stas 219 - 222+60 was not cleared until June 17, 1969 instead of the specified June 15 date. Under Article 8-11 of the Standard Supplemental Specifications the State will take into consideration such delays in the granting of time extensions. Any time extension granted for this right of way delay should be nonparticipating as far as Federal participation is concerned.

RECEIVED
JUN 20 1969
FOR FILING

F-121(2)

7262

June 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7262
Prefix 4-1003
FAP F-121(2)

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 2 covering relocation of Grove's water line on the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

This order covers the relocation of Walter Grove's water line as called for in the condemnation complaint. The work to be done under this order is called for in the contract and is in accordance with the agreement covered by Right of Way File No. 38197 and L-6008.

This work was tentatively approved by the Bureau of Public Roads District Engineer June 6, 1969.

Your approval as of June 6, 1969 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

F-121(2)

Form E-200—5M

RECEIVED
JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7262

STATE COPY

G-1

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.
Date 6-16-69
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fern Hill-Burnside Date June 17, 1969

Highway Columbia River Contract No. 7262

County Clatsop Prefix 4-1003

Contractor Slate-Hall F. A. Project No. F-121(2)

Address 7805 S.W. 40th Ave., Portland, Ore. 97219 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Upgrade access road from existing highway to marshy area, Sta. 322± and move Dragline from its present work area to Station 322 and back.

NOTED
F. B. KLABOE

Location by station numbers: Sta's. 320 - 323; (marshy area)

Estimate of quantities and cost:

Materials	$ 0.00
Equipment	800.00
Labor	400.00
Contractor's %	204.00
TOTAL THIS ORDER	$1,404.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The contractor had constructed an access road to the site, said road being adequate for the delivery of pipe and special back fill material, but it is inadequate to allow the Dragline to come into the area and to support the trucks hauling the excess material away with off highway hauling equipment. This work has begun, June 17, 1969. Telephone approval was (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,847,316.65
Present estimate of project cost, including $1,404.00 for work under this order	$1,847,316.65
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ Loren Weber
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XX
XXXXXX XXXXXXXX

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ F. D. Morgan ✓ 7-9-69
XXXXX XXXX XXXXXXX XXXXXXX,
XXXXXXXXXXXXXXXXXXXXXXX
Office Engineer.

F-121(2)

7262

Form E-308—5M

RECEIVED
JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of
project agreement if additional
funds are required
Date 6-16-69
Title [illegible] Engineer
U.S. Bureau of Public Roads

Project Name Fern Hill-Burnside

Date June 17, 1969

Highway Columbia River

Contract No. 7262

County Clatsop

Prefix 4-1003

Contractor Slate-Hall

F. A. Project No. F-121(2)

Address 7805 S.W. 40th Ave., Portland, Ore. 97219

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Upgrade access road from existing highway to marshy area, Sta. 322± and move Dragline from its present work area to Station 322 and back.

NOTED
F. B. KLABOE

Location by station numbers: Sta's. 320 - 323; (marshy area)

Estimate of quantities and cost:

Materials	$ 0.00
Equipment	800.00
Labor	400.00
Contractor's %	204.00
TOTAL THIS ORDER	$1,404.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor had constructed an access road to the site, said road being adequate for the delivery of pipe and special back fill material, but it is inadequate to allow the Dragline to come into the area and to support the trucks hauling the excess material away with off highway hauling equipment. This work has begun, June 17, 1969. Telephone approval was (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,847,316.65
Present estimate of project cost, including $1,404.00 for work under this order	$1,847,316.65
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ Loren Weber
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ F. D. Morgan ✓ 7-9-69

F-121(2)

7262

Form E-209—5M

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JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date 6-16-69 Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Fern Hill-Burnside	**Date**	June 17, 1969
Highway	Columbia River	**Contract No.**	7262
County	Clatsop	**Prefix**	4-1003
Contractor	Slate-Hall	**F. A. Project No.**	F-121(2)
Address	7805 S.W. 40th Ave., Portland, Ore. 97219	**Order No.**	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Upgrade access road from existing highway to marshy area, Sta. 322± and move Dragline from its present work area to Station 322 and back.

NOTED
F. B. KLABOE

Location by station numbers: Sta's. 320 - 323; (marshy area)

Estimate of quantities and cost:

Materials	$ 0.00
Equipment	800.00
Labor	400.00
Contractor's %	204.00
TOTAL THIS ORDER	$1,404.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor had constructed an access road to the site, said road being adequate for the delivery of pipe and special back fill material, but it is inadequate to allow the Dragline to come into the area and to support the trucks hauling the excess material away with off highway hauling equipment. This work has begun, June 17, 1969. Telephone approval was (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,847,316.65	
Present estimate of project cost, including $1,404.00 for work under this order	$1,847,316.65	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ Loren Weber
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XX
XXXXXX XXXXXXX

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ F. D. Morgan ✓ 7-9-69
XXXXXXXX XXXXXX Engineer,
XXXXXXXXXXXXX XXXXXXX XXXXXXX
Office Engineer.

obtained from Division Office on that date.

Contractor's percentage allowance as per the A.G.C - State agreement which is set forth in the Special Provisions for the project.

RECEIVED
JUN 3 [illegible]969
FOR [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-121 (2)
7262

May 29, 1969

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Facility Adjustment
Fern Hill-Burnside Section
Columbia River Highway
Clatsop County
Contract No. 7262

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted by your field office on May 6, 1969, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 20, 1969.

Please contact Mr. Loren Weber, Resident Engineer, P. O. Box 804, Astoria, Oregon 97103, Phone: 325-5646, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 20, 1969 in the amount of $4,801.10, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. This lump sum agreement is being made per your request of May 27, 1969. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
for
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
L. H. Young (2) (w/attach.)
C. H. Maison "
R. D. Asburry (w/attach.) (2)
Loren Weber "
Dick Hawkins "
F. W. Sugnet "

*Note to Div. Engr. R. D. Asburry:
Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 26 1969

[illegible]

F-121 (2)

7262

May 23, 1969

Slate-Hall
7805 S.W. 40th Avenue
Portland, Oregon 97219

Gentlemen:

Enclosed are three copies of Contract No. 7262 for $1,514,042.25 awarded to you by the State Highway Commission on May 20, 1969. This contract is for grading and paving on the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 5, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
R. D. Asburry
Loren Weber

RECEIVED
MAY 5 - 1969

1859

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT, Chairman
McKEE A. SMITH, Vice Chairman
JOSEPH I. EOFF, Member

ROBERT W. SCHONING
State Fisheries Director

E-121(2)
7262

April 30, 1969

cc's sent 5-2-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
G.C. Wills
L.W. Rulien (2)
R.D. Asburry (4)
C.T. Keasey (6)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We have reviewed the following projects transmitted by your letters of March 31, 1969.

Bethel Creek Bridge, Oregon Coast Highway, Coos County
Butte Creek Bridge, Oregon Coast Highway, Coos County
Pistol River Bridge Section, Oregon Coast Highway, Curry County

The streams named above support good runs of anadromous fish, thus fish passage must be provided at the crossings.

Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Del Rey Beach Access Road Section, Clatsop County
Fern Hill-Burnside Section, Columbia River Highway, Clatsop County

We anticipate no fish passage problems on the last three named projects.

If precautions against siltation and water pollution are maintained, the projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

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MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Abandonment #488

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MAY 2[illegible] 1969
FOR FILING

E-121(2)
7262

H e

April 25, 1969

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

4-22-69

Attention: Mary Kay
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of a throughway-abandonment agreement concerning construction of the Fern Hill-Burnside Section of the Columbia River Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm
Attachment

cc H. S. Cox
(agreement conformed)

RECEIVED
MAY 2 1969
FOR FILE

4-25-69

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Klaboe

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: Mr. Forrest Cooper, State Highway Engineer Salem, Oregon F-121(2)	PROJECT: F-121(2) SECTION: Fern Hill-Burnside WORK: Grading & paving COUNTY: Clatsop

FROM: 7262	DATE PS&E APPROVED	DATE AUTHORIZED
R. E. Simpson, Division Engineer Salem, Oregon	4/23/69	4/23/69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION – ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with contractor's flagging shown in your estimate in amount of $10,000.00.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's April 21, 1969 request and certifying statements are accepted.

P. S. & E. documents for the subject project have been reviewed and are hereby approved.

It is understood that certification with regard to parks, recreation and historical resources will be either furnished prior to bid opening or the project will be withdrawn from the letting.

Our authorization is conditioned on your obtaining right of way parcels # 41844, 41851, 41852, 42023 and 42226 prior to our concurrence in award.

A signed copy of the Title Sheet is returned herewith.

orig to Young
w/enc.
4-29-69

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/25/69	For R. E. Simpson	Division Engineer

RECEIVED
APR 15 1969
FOR FILING

F-121(2)
7262

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 COTTAGE ST. SALEM, OREGON 97301

KLABOE

DATE: APRIL 11, 1969

In reply refer to: 08-35/EC

TO : MR. FORREST E. COOPER
~~STATE HIGHWAY~~ ENGINEER
SALEM, OREGON

FROM : For R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT:
OREGON PROJECT F-121(2) ITEM 479
FERN HILL -BURNSIDE SECTION
COLUMBIA RIVER HIGHWAY

OUR APRIL 7, 1969 PROGRAM APPROVAL FOR THE SUBJECT PROJECT NEGLECTED TO MENTION THE AUTHORIZATION TO PROCEED WITH THE UTILITY PREPARATORY WORK. THEREFOR, WE HEREBY AUTHORIZE YOU TO PROCEED WITH UTILITY PREPARATORY WORK ON OREGON PROJECT F-121(2) EFFECTIVE THIS DATE.

4-15-69

Jerry C. Morgan
By Asst. State Hwy. Engr.

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
28 1969

1859

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

F-121(2)
7262

April 9, 1969

Routing
Barbee
Hall
A. Olson
Semple
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County
2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County
3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties
4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County
5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

710.12

FORM PR-48
(REV. 10-68)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/7/69

BY (Signature): Mr. Young's March 26, 1969 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 479 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
79	F-121(2)	2.59	$2,000,000.00	$1,260,000.00	Columbia River Hwy (Fern Hill-Burnside Section)	Grade, drain & high type pave

NOTED
F. B. KLABOE

4-7-69

REMARKS (Division)

F-121(2)
7262

Young 4-9-69
[illegible]

RECEIVED
APR 8 1969

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 4/7/69

SIGNATURE AND TITLE: R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 18386-P66

RECEIVED
APR 8 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

F-121(3)
7262

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 3, 1969

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street - Room 437
Portland, Oregon 97204

Re: Telephone Line Adjustment
Fern Hill-Burnside Section
Columbia River Highway
Clatsop County

ATTENTION: Mr. L. E. Webb

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 27, 1969 have been approved by the State. You are hereby authorized to proceed with the work as of April 3, 1969.

Please contact Mr. Loren Weber, P. O. Box 804, Astoria, Oregon 97103, Phone: 325-5646, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to April 3, 1969 in the amount of $1184.00 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
L. H. Young (2) (w/attach.)
C. H. Maison "
R. D. Asburry (w/attach.) (2)
Loren Weber "
R. Hawkins "
F. W. Sugnet "

*Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
APR 1 - 1969
FOR FILING
F-121(2)
7262

March 31, 1969

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the April 22 meeting a throughway-abandonment agreement concerning construction of the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County.

This agreement provides for construction of the throughway, reconstruction of county road connections, road closures, and utility relocation. Provision has also been made for portions of the existing highway to be eliminated from the state highway system and all the State's right, title, interest, jurisdiction, maintenance and control shall be relinquished to the County.

The project is tentatively scheduled for bid letting on May 13 at an estimated cost of $2,000,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
R. D. Asbury
H. S. Cox

MCH:eb sr

RECEIVED
APR 2 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 28, 1969

In reply refer to: 08-35-EC

F-121(2)

7262

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-121(2)
Fernhill-Burnside Section
Availability of Right of Way

We have reviewed Mr. Young's March 20 letter and concur with your finding that it would be in the public interest to restrict the contractor from Parcels 42020 and 42027. This restriction will be removed on June 15 for Parcel 42020 and June 3 for Parcel 42027.

In accordance with our requirements the details of this restriction shall be included in the Special Provisions.

4-2-69
REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

F-121(2)
7262

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 26, 1969

Fernhill Community Water System
Route 2, Box 188
Astoria, Oregon 97103

Re: Water Line Adjustment
Fern Hill-Burnside Section
Columbia River Highway
Clatsop County

ATTENTION: Betty L. Belcher

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 17, 1969, have been approved by the State. You are hereby authorized to proceed with the work as of March 26, 1969.

Please contact Mr. Loren Weber, Resident Engineer, P. O. Box 804, Astoria, Oregon 97103, Phone: 325-5646, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to March 26, 1969 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

F. B. KLABOE

By:
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
~~R. E. Simpson~~
L. H. Young (2) (w/attach.)
C. H. Maison
R. D. Asburry (w/attach.) (2)
Loren Weber
R. Hawkins
F. W. Sugnet

*Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID
(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 30 3.0 mi. E of Astoria E 2.59 mi. 21 65	**ADT**	PRESENT 3,000	FUTURE 5,700 (66) (70) (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Drain, High Type Pave. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Cl
	NAME OF URBAN AREA 17-31	ROUTE NO. P FEDERAL-

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53	US 30 Approx. 3.0 mi. E. of Astoria E. 2.59 mi.	(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**		(Fern Hill- Burnside Section)			
5					**CONST** (CODE)			2.59	2,000,000	1,260,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.59	2,000,000	1,260,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7262

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

mi. (55)	**ADT**	PRESENT 3,000	FUTURE (66) 5,700 (70)	YEAR (71) 89 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 012 (6)	ITEM NO. (14) 479 (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 F- 23	NUMBER 7 121(2)	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Clatsop CODE (14) 007 (16)

ROUTE NO. P FEDERAL-AID 1 (32) STATE (36) (37) U.S. 30 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
i.	(54) (58)	(59) (66)	(67) (76)			Grade, Drain 2-12' lanes high type pave. with 10' shldrs.
						ROW - 130' min; Access Control-Partial; Parking Restrictions - None
	2.59	2,000,000	1,260,000	740,000		Utilities - Adj. Req. Incl. Prep. work.
CT LS	2.59	2,000,000	1,260,000	740,000		
		(16) (23)	(24) (33)	REMARKS		

(over)

USCOMM DUSCOMM-DC 48908-P61

Fern Hill-Burnside Section
Project 121(2)

Existing Facility

Two 11' lanes P.C.C. pavement with 8' shoulders.

Adjacent Sections

West End: Two 11' lanes P.C.C. pavement with 8' shoulders.

East End: Two 12' lanes AC pavement with 10' shoulders constructed under Project F-135(7).

Project Data

Grade and drain, on new alignment, two 12' lanes high type pavement with 10' shoulders.

System Action, Ariports, Railroads, Water Developement -

None Involved.

Public Hearing: Not required.

RECEIVED
APR 1 - 1969

FOR FILING

F-121(2)
7262

FORM 1[illegible]2

S OKANE, PORTLAND AND SEA LE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W HOYT STREET
PORTLAND, OREGON 97207

March 25, 1969

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease E
Swan
Glenn
/ Litchfield
Gallagher
Stein

RECEIVED
MAR 2 1969
CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

I have your letter of March 5, 1969, wherein you furnished revised preliminary plans Fern Hill-Burnside Section, Columbia River Highway, Clatsop County.

It appears from checking over the plan and reviewing the situation on the ground that the S.P.& S. Railway right of way will not become involved in this construction project unless additional storm water is generated by construction of new roadway adjacent to our right of way. In that case we would be looking to the Oregon State Highway Department in the future for help in handling increase of water through our present culverts.

Very truly yours

H F Moy
Chief Engineer

NOTED
F. B. KLABOE

HFM-o

Copies to: FBKlaboe
PJ Barree
FD Morgan
RD Asburry
3-26-69
I

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

FOR [illegible] MAR 8 1969

REVISED

Section FERNHILL-BURNSIDE Highway LOWER COLUMBIA RIVER(FAR 1) County CLATSOP Prefix 4-1471

Res. Engr. ______ Approx. Length 2.6± Miles. Sta. 210± to Sta. 347± Date 3-12-69

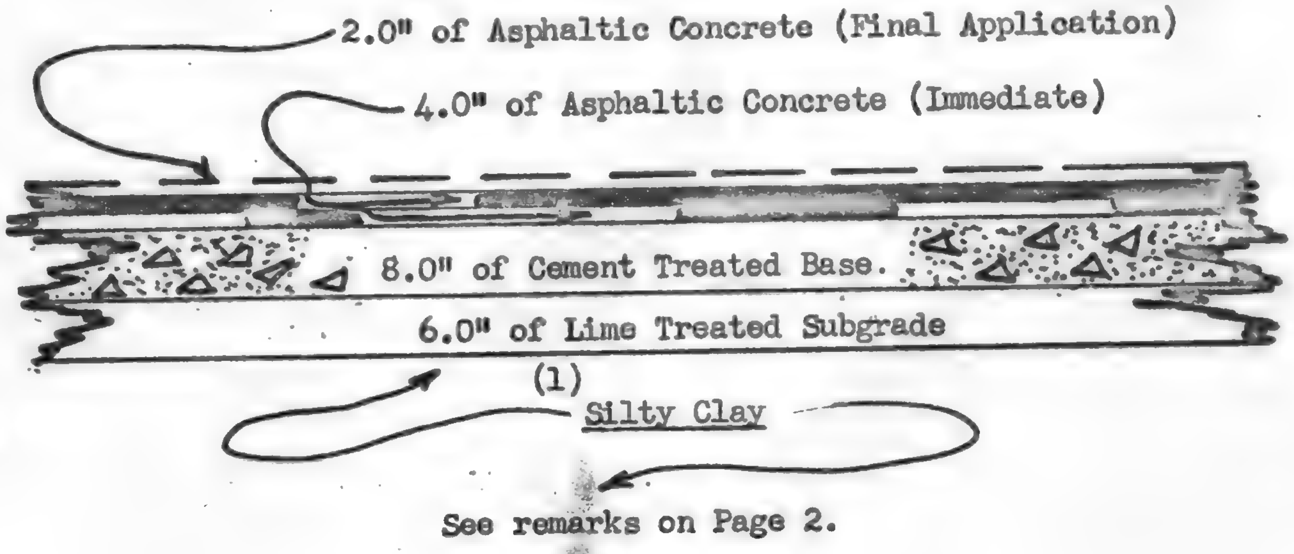
Mean Truck A.D.T. 407. Traffic Coefficient 8.9 18 kip s.a. per day 160.6.

Annual Precipitation 80"± Frost Penetration - - - -.

(1)
Typical Soil

54	LL
12	PI
98	%P 10
85	%P200
2	%Gravel
3	%C Sand
10	%F Sand
47	%Silt
38	%Clay
7	"R" Value

3-12-69


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Cement Treated Base.
6.0" of Lime Treated Subgrade
(1)
Silty Clay

See remarks on Page 2.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	AC (RA)
	8.0	4.0	AC (I)
	14.5	8.0	C.T.B.
	3.0	6.0	L.T.S.
29.5	29.5	20.0	

Cold Mix Const

3-12-69

AASHO CLASSIFICATION:

A-7-5 (12)

MATERIAL SOURCES:

To be determined by the Engineer.

NOTED
F. B. KLABOE

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

F-121(2)
7262

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ Asst. Construction Engineer

Approved by ______ Asst. State Highway Engineer

SECTION: FERNHILL - BURNSIDE

HIGHWAY: LOWER COLUMBIA RIVER

COUNTY: CLATSOP

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	—	2.0"	12.5"	6.0"	24.5"	24.0"
6.0 - 7.0	3.0"	—	2.0"	10.5"	6.0"	21.5"	21.5"
4.8 - 6.0	2.0"	—	2.0"	9.0"	6.0"	18.0"	19.0"
Cars Only	2.0"	—	2.0"	7.0"	6.0"	13.0"	17.0"
7.1 (Temporary Connection)	4.0"	—	2.0"	13.5"	—	23.5"	19.5"

Remarks:

Tests of the subgrade soils indicate a need for a blanket course to prevent infiltration of the fine-grained soil into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket. Credit of 1.0" Lime Treated Subgrade = 0.5" Crushed Base has been allowed.

The Project Base Design has been revised to replace 4.0" of Crushed Base with an additional 2.0" of Cement Treated Base. Recommend that shoulder and base material be the same as crushed for C.T.B., 1.0" - 0.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.5" Crushed Base

TRAFFIC ANALYSIS

SECTION: FERNHILL - BURNSIDE

HIGHWAY: LOWER COLUMBIA

COUNTY: CLATSOP

3000 Present ADT (1969)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	135	1.9	257	196	450	88,200
3	90	1.9	171	131	1000	131,000
4	5	1.9	10	8	1250	10,000
5	70	1.9	133	102	3180	324,360
6	0	—	—	—	2570	- - - - -
				437	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 553,560

TWENTY YEAR EWL 11,071,200

TRAFFIC COEFFICIENT 9.0

SECTION: FERNHILL - BURNSIDE

HIGHWAY: LOWER COLUMBIA RIVER

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as the major portion of the work will be on fill, to 70'± is not uncommon. Some subsidence is anticipated and A.C. is more desirable for ease of possible restoration.

RECEIVED
MAR 4 1969
FOR FILE
F-121(2)
7262

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 27, 1969

In reply refer to: 08-35-EC/400.1

Copy 'no' Hearing file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-121(2)
Fern Hill-Burnside Section
Public Hearing

We have reviewed the information contained in your February 21, 1969 letter concerning the status of actions for this project.

Based on this information we concur that no further hearing is required on the subject construction project.

2-28-69

REFERRED TO
Young - Barbee - Cox Wolfe
Asst. State Hwy. Engr.

NOTED
R. L. FORTER

NOTED
F. B. KLABOE

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1969

RECEIVED
JAN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

**OREGON STATE
HIGHWAY DEPARTMENT**

F-121(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7262

January 22, 1969

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy
Chief, Branch of Land

RE: Access and Crossing Agreement
Fern Hill-Burnside Section
Columbia River Highway
Clatsop County
YOUR FILE: E L S

Gentlemen:

Herewith are eight (8) copies of Sheets 1 - 7 and 7a of the preliminary plans for the proposed Fern Hill-Burnside Section of the Columbia River Highway. Also attached are eight (8) copies of a portion of R/W Map 9B-2-24 showing highway right of way encroachment on your power line easement. The present tentative schedule calls for opening of bids on May 15, 1969.

The plans are being submitted to you for your use in preparing a combined access and crossing agreement. An extra copy of the plans has been marked in red to show the revised connections to your access roads and is enclosed for your use.

Our Utilities Attorney has given tentative approval to your proposal of including certain wording in the proposed agreement that would relinquish your rights in access road easement not required after highway construction. The proposed wording would be in lieu of a quitclaim deed. Final approval is subject to our review of a draft of the proposed agreement.

It has been previously determined that our proposed construction will not require any adjustment of your facilities. If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright
for T. W. Litchfield
Utilities Liaison Engineer

Enc.
JMC:fw
bc: F. B. Klaboe
D. H. Moehring
Jack Sollis
R. D. Asburry
Loren Weber
F. W. Sugnet
R/W File: 41844
" 41846
" 41847

304-1703 Warrenton (S.E. Jetty Ave.) 1969
Sec., (Grading & paving)
#7263

CIA 3269

RECEIVED
JUN 9 - 1969

FOR FILING

304-1703
7263

June 6, 1969

[illegible]berg Paving Company
P. O. Box 607
Seaside, Oregon 97138

Gentlemen:

On May 28, we wrote to you stating that your bid for $24,302.20 for grading and paving in the City of Warrenton had been referred to the Engineer to award when the City of Warrenton had given its approval and deposited with us the sum of $3,230.

We are now advised by the City of Warrenton that they do not have the deposit as required. For this reason, and due also to the fact that your bid is approximately 10 percent above the estimate, it is necessary that all bids for this project be rejected.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ej

cc Commissioners
F. B. Klaboe
Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Cox
R. D. Asburry
H. W. McCauley (SIAC)

LSF-21(3) Sage Hen Safety Rest Area, on 1969
Central Oregon Hwy., W. of Burns
#7265

RECEIVED
JAN 29 1971
FOR FILING
LSF-21(3)
7265

January 29, 1971

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On January 22, 1971, we wrote to you concerning release of final payment on Contract No. 7265 awarded to R. L. Coats for improvement in Sage Hen Safety Rest Area on the Central Oregon Highway in Harney County.

Final payment on this contract is $9,723.92 and the total contract amount is $181,162.57. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc Frank Morgan
Ivan Merchant
M. S. Coulter
V. E. Skoog
Attn: John Herr

RECEIVED
JAN 20 1971
FOR FILE

LSF-21(3)
7265

January 21, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 25, 1970 on Contract No. 7265. The contract was with R. L. Coats and was for improvement on the Sage Hen Safety Rest Area Section of the Central Oregon Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 21, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

RECEIVED
FEB 12 1971
FOR FILING

LSF - 21(3)
7265

#8

January 12, 1971

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Gentlemen:

The State Highway Commission at its meeting on January 7 granted your request for an extension of the completion date to June 25, 1970, without assessment of liquidated damages, on Contract No. 7265 for work in Sage Hen Safety Rest Area on the Central Oregon Highway in Harney County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc F. B. Morgan
V. E. Skoog
H. S. Coulter
J. C. Hiatt
Federal Highway Adm.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 21, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

Johnson

SUBJECT: Oregon Project LSF 21(3)
Sage Hen Hill Rest Area
Central Oregon Highway
Time extension (re: Mr. Johnson's December 17 letter)

We concur in extending the contract time to June 25, 1970.

Copy to Morgan
12-23

NOTED
TOM EDWARDS

RECEIVED
DEC 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 17, 1970

Mr. R. E.Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Sage Hen Safety Rest Area
Contract No. 7265
Request for Time Extension
Project No. LSF-21(3)

R. L. Coats, contractor on the subject project, requests an extension of the contract time apparently to the actual completion date (except establishments) of June 25, 1970. As contracted, this project required completion by the specified date of October 31, 1969.

All work except the final oil seal and some signing was completed by October 21, 1969, or with ten days of the allotted time remaining. A stop work order was given as of October 21, 1969, because weather would not permit finishing the oiling that year. The order was lifted May 12, 1970, for only three days while some signing work was done and as it was still not suitable for oiling, the project was placed back under stop work order from May 15 to June 21. The oiling was then completed and the project work was done four days later, or June 25, 1970. Therefore, only seven days were used during the two resume work intervals, or less than the ten days remaining of the original contract time.

We therefore recommend that the completion date be extended to the actual completion date of record, namely June 25, 1970, because of the two ordered stop work periods. This would delete all liquidated damages which theoretically would accrue at $100 per day. This project is under the 1964 specifications so formal extension to recognize the stop work is required. May we have your concurrence in extension to June 25, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

JAB:fw ms

cc R. L. Porter
Tom Edwards
F. D. Morgan
H. S. Coulter

FORM E-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1970

SUBJECT: Sage Hen Safety Rest Area
Contract No. 7265
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

R. L. Coats, contractor on the subject project, requests an extension of the contract time apparently to the actual completion date (except establishments) of June 25, 1970. As contracted, this project required completion by the specified date of October 31, 1969.

All work except the final oil seal and some signing was completed by October 21, 1969 or with 10 days of the allotted time remaining. A stop work order was given as of October 21, 1969 because weather would not permit finishing the oiling that year. The order was lifted May 12, 1970 for only three days while some signing work was done and as it was still not suitable for oiling, the project was placed back under stop work order from May 15 to June 21. The oiling was then completed and the project work was done 4 days later or June 25, 1970. Therefore, only 7 days were used during the two resume work intervals, or less than the 10 days remaining of the original contract time.

We therefore recommend that the completion date be extended to the actual completion of record, namely June 25, 1970, because of the two ordered stop work periods. This would delete all liquidated damages which theoretically would accrue at $100 per day. This project is under the 1964 Specifications so formal extension to recognize the stop work period is required.

There has been further delay in getting an acceptable project because of problems with the lawn and shrub establishment, but this establishment time is not a part of the original contract time.

This was a Federal-aid LSF project. Rough drafts to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
SP*52475-75 cc V. L. Gallagher

RECEIVED
JAN 25 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

LSF-21(3)
7265

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7265
Prefix 13-0903
FAP LSF-21(3)

NOTED
[illegible]

Dear Sir:

All corrective work under Contract No. 7265, Sage Hen Safety Rest Area Section of the Central Oregon Highway in Harney County, was completed on October 22, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1-25-71
cy to Construction

Federal Highway Administration
Oregon Division Office Endorsement   Date 1-11-71

Conditions noted on above date:
None

R. E. Simpson
Division Engineer

VG:fw
cc: R. L. Porter
F. D. Morgan

NOTED
TOM EDWARDS

RECEIVED
DEC 29 1970

FOR FILING

LSF-21(3)
7265

December 29, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 7, 1970 meeting

Gentlemen:

R. L. Coats, contractor for the Sage Hen Hill Safety Rest Area on the Central Oregon Highway in Harney County, Contract 7265, requests an extension of time from October 31, 1969 to June 25, 1970.

All work, except the final pavement seal and some minor details, was completed by October 21. Due to the lateness of the season, it was not advisable to finish the oiling work until the following year.

I recommend that the completion date be extended as requested, which will eliminate all liquidated damages. This is a Federal-aid project and our recommendation has the concurrence of the Federal Highway Administration.

The matter will be on the agenda for your consideration at the January 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7265 Contractor R. L. Coats

Highway Central Oregon

Section Sage Hen Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Granted. XXXXXXXXXXXXXXXXXXXXXXXX To recognize delaying effect of ordered stop work periods October 21, 1969 to May 12, 1970 and May 15, 1970 to June 21, 1970. Extend to 6-25-70

Recommended for Approval:

Regional Maint. Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 7265

Project designation LSF-21(3)
State-Federal

Date awarded 5/28/69

Work started 6/5/69

Per cent completed 100% 11/30/70
Date

Completion Date October 31, 1969

Work completed June 25, 1970

Completion Date Requested June 25, 1970

[illegible]

[illegible] (Rev.)—5M—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 13, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10/31/69 ~~days~~ to 6/24/70 ~~days~~, within which to complete our Contract No. 7265, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Oct. 21, 1969 to May 12, 1970
May 12, 1970 to May 15, 1970
June 22, 1970 to June 24, 1970

Inclimate weather, too cold to shoot seal, work suspended by Engineer.

Respectfully submitted,

R. L. Coats
Contractor

By R L Coat

CONSENT OF SURETY

Date October 30, 1970

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Eby
Arthur R. Eby Attorney-in-fact

(SEAL)

Not Required.
Resident Agent

RECEIVED
JUL 6 1970
FOR FILING
LSF-21(3)
7265

Form [illegible]21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 2, 1970

In reply refer to 08-35.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Al Johnson

SUBJECT: Oregon Project LSF-21(3)
False Statement Allegation - Donald E. Pallett, Resident Engineer

The subject case is being closed by our Office of Program Review and Investigations.

Simpson:nig

Copy- [illegible] 7-3-70

NOTED
A. E. JOHNSON

NOTED
R L PORTER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 23 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

LSF-21(3)
7265

July 1, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Contract 7265
Prefix 13-0903
FAP LSF-21(3)

Dear Sir:

All work under Contract No. 7265, Sage Hen Safety Rest Area Section of the Central Oregon Highway in Harney County, was completed on June 25, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
R. L. JOHNSON

NOTED
TOM EDWARDS

By F D Morgan
F. D. Morgan
Construction Engineer

copy to Const. 7-23-70

Bureau of Public Roads
Oregon Division Office Endorsement

Date 7/2/70

Conditions noted on above date:

The establishment period for the lawn and shrubs has not expired. Neither is in satisfactory condition now.

R. E. Simpson
Division Engineer

RECEIVED
JUL 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VG:kp
cc R. L. Porter ✓
F. D. Morgan

LSF-21(3) Final Report
7265

FORM R-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sage Hen Safety Rest Area		WEEK ENDING: June 27, 1970
		SECTION PREFIX: 13-0903
HIGHWAY: Central Oregon		COUNTY: Harney
NAME OF JOB: Sage Hen Safety Rest Area	KIND OF WORK: Improvement	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7265	FEDERAL AID PROJECT NUMBER: LSF-21(3)
DATE OF CONTRACT: May 28, 1969	DATE WORK STARTED: June [illegible], 1969	ESTIMATED COMPLETION DATE: June 25, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 2	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 198,367.12	SPECIFIED COMPLETION DATE: October 31, 1969	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 182,637.57	ENGINEERING AUTHORIZATION: $ 15,72955	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 182,637.57	ENGINEERING COST TO DATE: $ 16,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 104%	DATE PROJECT WAS COMPLETED: June 25, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Cem. Tr. Base ~~PAVING~~
MILES IN PROJECT	0.40	0.40		0.40	0.40
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.40	0.40		0.40	0.40
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,300	550		610	2,660
TOTAL QUANTITIES CORRECTED TO DATE	5,600	2,860		570	2,860
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,600	2,860		570	2,860
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

Oil Distributer 12 cy Dump Truck Misc. Hand Tools
Steel Wheel Roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Fair			
MONDAY 22	Fair/ afternoon showers			
TUESDAY 23	" "			
WEDNESDAY 24	Fair			
THURSDAY 25	Fair			
FRIDAY 26	Fair			
SATURDAY 27	Thunder Storms			

Routing
Mo[illegible]
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 29 1970
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No Activity
MONDAY 22	Steel Wheel Roller preparing oil mat for seal. No other activity today.
TUESDAY 23	Five man crew shot seal for oil mat then spent balance of day installing litter cans, painting curbs and misc. clean-up on project. Three man crew began replacing dead shrubs, spraying weeds and mowing lawn late this afternoon. Electrician shooting trouble in rest area controls late p.m. H. S. Coulter on project today.
WEDNESDAY 24	Three man landscaping crew mowing grass and adjusting irrigation system all day. Electrician completed control work this evening.
THURSDAY 25	Completed checking out irrigation system this a.m. and accepted the project. R. E. Nichles of B.P.R. on project this a.m.
FRIDAY 26	No Activity
SATURDAY 27	No Activity

REMARKS

Project is completed except for a few parts for the sprinklers. Subcontractor Wendell Thompson of Tompson Sales assures me that they have been ordered for a month and will be installed as soon as they get here. I told him that job cannot be finaled out until this work is finished. Coats has been notified of this.

SIGNED R. L. Felle LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 30 1970
FOR FILING

LSF-21(3)

7265

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 23, 1970

SUBJECT: Sage Hen Safety Rest Area
Central Oregon Highway
Contract 7265

To:

MEMO TO THE FILE:

On Monday, March 16, 1970, I was advised by Mr. Dick Nichols, Area Engineer for the Bureau of Public Roads, that a special representative from the Federal Highway Administration would be visiting this office to discuss the irregularities discovered last July in the administration of the contract on the subject project where Mr. Don Pallett was resident engineer.

Mr. James T. Thompson, special representative from the Federal Highway Administration, met with me in my office the morning of March 19, 1970, arriving approximately 9:00 a.m. We reviewed the information covered in my report and John Walker's report and discussed in general the administration of contracts by the resident engineer. Mr. R. L. Feller, the resident engineer assigned to the project after the irregularities were discovered, was asked to sit in on this discussion to clarify the points of the direct contact between the resident engineer and the contractor.

Mr. Thompson's investigation lasted until approximately 12 noon and consisted of this discussion, review of the job diaries, and a review of the job records which Mr. Feller had in his possession. It was my understanding that he had talked to Mr. Coats, the contractor on the project, and that he was planning to return through Bend to speak to Mr. Coats again. He also indicated that he would attempt to contact Mr. Pallett.

C. O. Fredrickson

C. O. Fredrickson
Assistant Division Engineer

COF:dj

cc: Tom Edwards ✓
I. D. Merchant
J. F. Putnam

NOTED
TOM EDWARDS

RECEIVED
MAR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1969
FOR FILING

LSF-21(3)
7265

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 17, 1969

SUBJECT:

To: MEMO TO THE FILES

On October 13, 1969 on an inspection trip in Eastern Oregon, we stopped at the Sage Hen Hill Rest Area which is being constructed. Work on this project at this time consisted of repairing some of the tile work in one of the restroom buildings and also fertilizing some of the ground area.

The contractor had repaired bad areas on the 0-11 oil mat; however, the seal has not been placed and it is very questionable at this time whether it will be placed this year due to the cold weather. Resident Engineer Feller states that this work probably will be done next spring and this project completed at that time.

John H. Walker
Field Construction Engineer

JHW:fw

cc F. B. Klaboe
H. S. Coulter
Richard Feller

B KLABOE

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 1969

FOR FILING

LSF-21(3)

7265

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 6, 1969

To: MEMO TO THE FILES

SUBJECT: Inspection of the
Sage Hen Hill Rest Area
Contract No. 7265

An inspection of the subject project was made on September 29 late in the evening by Ken Berg and myself and again in the morning of September 30 with the addition of Scott Coulter, Division Engineer, and Clayton Ansell, D.M.S.

The main concern was the 0-11 oil mat which had been placed with exception of the final seal. The condition of this mat to this stage of the work was in part considered unacceptable. There were several areas where apparent mounds of aggregate existed and oiling had proceeded over them. There were areas where aggregate spreads following the 1-1/4-3/4" size material was practically non-existent and there were areas where 1/2"-1/4" and also 1/4"-10 size aggregate was far excessive over what was required.

The Resident Engineer was contacted and instructed to advise the contractor, R. L. Coats, that the above items would have to be corrected before placement of the final seal could be made. This means removal of the mounds and replacement of the oil mat in these areas. It means excess aggregate will have to be removed and also that strip areas where aggregate is missing will also have to be corrected.

Resident Engineer Dick Feller reports that contractor R. L. Coats is very difficult to get along and work with. This situation is not new as past experience indicates this problem has existed on most of the contractor's work.

John H Walker
John H. Walker
Field Construction Engineer

JHW:fw
cc: F. B. Klaboe
H. S. Coulter
Richard Feller

NOTED
F. B. KLABOE

RECEIVED
OCT 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1969
FOR FILE

6SE-21(3)

REFERRED TO
admin
BY SECRETARY

OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

TELEPHONE:
AREA CODE 503
DAYS—[illegible]
AFTER HOURS—222-1800

MAILING ADDRESS:
P. O. BOX 231
PORTLAND, OREGON 97207

1765

Porter

July 8, 1969

Klaboe

Mr. H. Scott Coulter
Division Engineer
Oregon State Highway Department
2111 Adams Avenue
La Grande, Oregon 97850

Dear Mr. Coulter:

On July 2, 1969, Mr. Noah Squires, District Sanitarian in the Bend District, noted at milepost 114, Highway #20, that construction was proceeding for a rest area (Sagehen Hill project).

The project engineer, Mr. Donald E. Pallett, Oregon State Highway Department, described to Mr. Squires, the various soil and impervious strata encountered when excavating at the site for the septic tank and at the site for the seepage bed, and explained certain details in the construction made at the domestic water source.

Since the State Board of Health has no record of this project, we request you provide us one copy of the plans for this project so that we may review the designed plan for the water source and delivery system, and the domestic sewage disposal system to determine conformance with applicable standards before construction gets any further along.

Secondly, may we emphasize that in grading the floor of the seepage bed, it be kept in a strictly flat horizontal plane.

If Mr. Squires may be of further on-site assistance, please feel free to let him know at the Bend District Office, 461 East Greenwood Avenue, Post Office Box 1243, Bend, Oregon 97701; telephone 382-6446.

Morgan handling
7-16-69

Very truly yours,

DOUGLAS H. PIKE, R.S., SECTION DIRECTOR
Travelers and Tourist Facilities Section

DHP:hg

cc: Mr. Noah Squires, District Sanitarian
cc: ✓State Highway Department
cc: Mr. James Sheets, District Engineer

RECEIVED
JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
JUN 10 1969
FOR FILING
LSF-21(3)
7265

June 10, 1969

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7265 for improvement in the Sage Hen Safety Rest Area on the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: General Insurance Company of America
D. J. Barbee
F. D. Morgan
I. D. Merchant
H. S. Coulter
Don Pallette

RECEIVED
JUN 6 - 1969
FOR FILING

LSE-21(3)

7265

June 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 28, 1969, is requested in the award of contract for the Sage Hen Safety Rest Area, Project No. LSF-21(3).

The contractor receiving the award is R. L. Coats, in the amount of $174,572.80, with Contract No. 7265 assigned. This bid was received on May 15, 1969 and awarded on May 28, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement

Date______________________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
JUN 11 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

FOR: LSF-21(3)

7265

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 5, 1969

In reply refer to: 08-35-EC

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
R. L. PORTER

SUBJECT: Oregon Project LSF 21(3)
Sage Hen Safety Rest Area
Concurrence in Award

As requested in Mr. Young's May 20 letter we hereby tentatively concur as of May 28 in the award of a contract to R. L. Coats of Bend, Oregon for the construction of the subject project based on his low bid of $174,572.80 received at the May 15, 1969 bid opening.

This concurrence in award was found to be in the public interest by our Regional office in accordance to Paragraph 10 of PPM 21-6.3.

6-6-69
REFERRED TO
Roy Olson — Young · Query
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12 1969
FOR FILING

LSF-21(3)
7265

May 28, 1969

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on May 20, 1969, accepted your proposal for improvement in the Sage Hen Safety Rest Area on the Central Oregon Highway in Harney County for the sum of $174,572.80 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7265.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
Don Pallette
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
Roy Olson

RECEIVED
MAY 2[illegible] 1969
FOR FILING

LSF-21(3)
7265

May 20, 1969

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Sage Hen Safety Rest Area, Project No. LSF-21(3).

R. L. Coats of Bend submitted the low bid of $174,578.80, which is $24,508.30 or 16.3% over the Engineer's estimate of $150,070.50. Four other bids were received in the amount of $174,994.20, $180,091.80, $201,095.25 and $264,554.20.

There does not appear to be any specific item or group of items which accounts for the overrun, but rather an accumulation of many items of slightly higher amounts. Out of the five bids received, the three lowest were within $5,500 of one another and they are from suitable bidders that have previously performed satisfactory work for the State. These three are the nearest contractors to the construction site that perform this type work.

We feel that the low bid is reasonable and fair considering the remoteness of the construction site; also, that any bids received upon readvertising would most likely be as high or higher. Therefore, we contend that it is in the public interest to award the contract to the low bidder at this time.

The additional funds needed for this project will come from two LSF projects: First is the right-of-way project for this rest area, Project No. LSF 21(1), which will be withdrawn because it was moved from its original site and is now on land previously

Mr. R. E. Simpson
May 29, 1969
Page 2

controlled by the Bureau of Land Management. Second is the Union County Lime-Rock Creek Section, Project No. LSF 7(1), which will also be withdrawn because the local people and the county court requested its elimination.

A favorable reply to award the contract to the low bidder shall be appreciated. Attached are two copies of the bid tabulations and any further information requested will be furnished.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Enclosures

cc: F. B. Kistner
Roy Olson
R. N. Chase
V. E. Strong

DAR:ia

Salem Office
May 7, 1969

File No. 42920, OR. 3844
Sage Hen Safety Rest Area
Central Oregon Highway — 7
Harney County

Mr. Earl F. Saling
Right of Way Office Manager
Building

Plans for Safety Rest area construction have been reviewed and conform to the terms and conditions of the grant.

This can be recorded and close out the transaction.

D. J. BARBEE
Design Engineer

By

ORIGINAL SIGNED BY
DONALD L. TROUT

DONALD L. TROUT
Design Office Engineer

RED/bdr
cc: Ray Olson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 22, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF 21(3)
[redacted]
PS&E Review

KLABOE 7
Cent Cry

4-28-69
Barbee
By Asst. State Hwy. Engr.

The following items have been discussed with your personnel:

1. Lawn - This item was questioned for two reasons: (1) A lawn in this area would be foreign to the natural landscape. (2) It will be difficult and expensive to maintain in a satisfactory manner. Your Landscape Department acknowledged that the lawn would not provide a natural setting but felt that other benefits would more than offset the lack of harmony. The maintenance of a lawn in this area is difficult and expensive. In the words of a local resident - "It takes tender loving care to keep a lawn alive."

In talking with various personnel in your organization we found a definite difference of opinion as to the difficulties of maintaining a lawn in this area. At least some believe that future maintenance cost would be considerably less if the area were landscaped in a natural theme. We think this belief is correct and recommend that this type landscaping be used in future projects in arid or semiarid areas. Because it is primarily a difference in opinion Federal participation in the constructing the lawn under this project is approved with the understanding that the lawn will be well maintained at all times. 2

2. Roadside seeding - One of the stipulations in the land grant by the Bureau of Land Management is that due care will be exercised by the grantee to destroy no more of the natural vegetation than is essential for construction requirements. According to the plans areas are to be seeded when there is no apparent reason for disturbing the natural vegetation. It is true that according to your Standard Specifications the Engineer can designate the areas to be reseeded; however, the contractor would be well justified in assuming that he would have to reseed all the areas shown on the plans.

The contractor should be notified that he has to not only preserve the trees but also all the natural vegetation in the nonwork areas. B

(more)

RECEIVED
APR 30 1969
SPECIFICATIONS SECTION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. Lighting standards - Your specifications state the wood lighting standards "shall be guaranteed for 20 years."

According to Mr. C. G. Swensen this phrase was inadvertently included in the specifications and will be removed.

Routing
1 Barbee B
2 H
A. Olson
3 T.
4
Trout T
REO
RECEIVED
APR 2 5 1969
DESIGN
SECTION

RECEIVED
APR 3 0 1969
SPECIFICATIONS SECTION

RECEIVED
APR 2 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

✓

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1969

SUBJECT:

To:

Mr. D. J. Barbee
Design Engineer
BUILDING

File 42920, OR 3844
Sage Hen Safety Rest Area
Central Oregon Highway-7
Harney County

Attached is a copy of the Decision from the Bureau of Land Management for the Sage Hen Safety Rest Area.

Will you please check to see if it meets the approval of your office, and inform us if we can record the same and close out the transaction.

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

MC
Attachment

Routing

	Barbee			[illegible]	T
1	Hall	H			
	A. Olson			[illegible]	
	Sample		2	[illegible]	L (Map O.K)
	Terpin		3	R. Olson	R.E.O.
	Swenson			[illegible]	

RECEIVED
APR 18 1969
DESIGN DIVISION

OLO-2234-5
Rev. March 1968
(Formerly PLO:39a)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
729 N. E. Oregon Street
(P. O. Box 2965)
Portland, Oregon 97208

100.5a
OR 3844
2234 (17.0)

DECISION

RIGHT OF WAY GRANTED

Your Ref:
File 42920
Sage Hen Safety Rest
Area - Central Oregon
Highway - Harney
County.

April 14, 1969

Details of Grant

Serial number of grant	OR 3844
Name of grantee	State of Oregon, by and through its State Highway Commission
Map showing the location and dimensions of grant:	
Map designations	Drawing No. 1R-4-347
Marked Exhibit "A"	
Date filed	February 28, 1969
Permitted use by grantee	Highway Safety Rest Area
Authority for grant	Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 317)
Regulations applicable to grant	43 CFR 2234; 43 CFR 17
Circular numbers	2161
Date of grant	April 14, 1969
Expiration date of grant	Reversion upon notice from Grantee

Terms and Conditions of Grant

Under authority redelegated to the undersigned pursuant to Order No. 701 of the Director, Bureau of Land Management, dated July 23, 1964 (29 F. R. 10526), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above.
3. Form 1510-11 attached.
4. Compliance with Title VI, Civil Rights Act of 1964 (78 Stat. 241) in accordance with Form OLO-1814-2, attached to and made a part hereof, and identified as Exhibit "B".
5. Filing of statement of construction within seven years from date of grant.
6. The rest area must be fenced in such a manner as to prevent livestock from gaining access to the highway.
7. Due care will be exercised by the Grantee to destroy no more of the natural vegetation than is essential for the construction requirements.

/s/ Virgil O. Seiser
Virgil O. Seiser
Chief, Branch of Lands

Enclosures:
Form 1510-11
Form OLO-1814-2
Map (Exhibit "A")
Circular 2161

3cc: Bureau of Public Roads (Attn: 08-35-EC)
w/map 477 Cottage Street N.E.
Salem, Oregon

(Formerly PLO:39a)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
729 N. E. Oregon Street
(P. O. Box 2965)
Portland, Oregon 97208

100.5a
OR 3844
2234 (17.0)

Your Ref:
File 42920
Sage Hen Safety Rest
Area - Central Oregon
Highway - Harney
County.

DECISION

RIGHT OF WAY GRANTED

Details of Grant

April 14, 1969

Serial number of grant ———— OR 3844

Name of grantee ———— State of Oregon, by and through its State Highway Commission

Map showing the location and dimensions of grant:

Map designations ———— Drawing No. 1R-4-347
Marked Exhibit "A"

Date filed ———— February 28, 1969

Permitted use by grantee ———— Highway Safety Rest Area

Authority for grant ———— Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 317)

Regulations applicable to grant ———— 43 CFR 2234; 43 CFR 17

Circular numbers ———— 2161

Date of grant ———— April 14, 1969

Expiration date of grant ———— Reversion upon notice from Grantee

Terms and Conditions of Grant

Under authority redelegated to the undersigned pursuant to Order No. 701 of the Director, Bureau of Land Management, dated July 23, 1964 (29 F. R. 10526), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

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2. All regulations in the circulars specified above.
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4. Compliance with Title VI, Civil Rights Act of 1964 (78 Stat. 241) in accordance with Form OLO-1814-2, attached to and made a part hereof, and identified as Exhibit "B".
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6. The rest area must be fenced in such a manner as to prevent livestock from gaining access to the highway.
7. Due care will be exercised by the Grantee to destroy no more of the natural vegetation than is essential for the construction requirements.

/s/ Virgil O. Seiser
Virgil O. Seiser
Chief, Branch of Lands

Enclosures:
Form 1510-11
Form OLO-1814-2
Map (Exhibit "A")
Circular 2161

3cc: Bureau of Public Roads (Attn: 08-35-EC)
w/map 477 Cottage Street N.E.
Salem, Oregon 97301

STATE OF OREGON)
) ss.
County of Multnomah)

I, Champ C. Vaughan, Jr., a notary public in and for the said County and State, do hereby certify that on this the 14th day of April, 1969, before me personally appeared Virgil O. Seiser, being to me personally well known and known by me to be the Chief, Branch of Lands, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of April 14, 1969, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Chief, Branch of Lands Oregon State Office, Bureau of Land Management.

Witness by hand and seal this 14th day of April, 1969.

/s/ Champ C. Vaughan, Jr.

Notary Public for Oregon

Residing at Portland, Oregon

(SEAL)

My commission expires March 24, 1973

The Dalles 028580

Form 1510–11
(November 1965)
(formerly 4–1634)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

EQUAL OPPORTUNITY CLAUSE

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies involved as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* That in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

GPO 853-917

OLO-1814-2
Rev. Feb. 1968

Serial # The Dalles 028580

EXHIBIT "B"

STIPULATION UNDER TITLE VI, CIVIL RIGHTS ACT OF 1964 (78 STAT. 241)

Attached to and made a part of Decision dated ______________________, granting a right-of-way, or advance permission to use and occupy certain property of the United States.

(1) The grantee (permittee) covenants and agrees that it will comply with all provisions of Title VI of the Civil Rights Act of 1964, and that for the period during which the property conveyed or made available by the attached instrument is used for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, it will not engage in any discriminatory actions prohibited by 43 CFR 17.3, to the end that no person in the United States shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the grantee (permittee) received Federal financial assistance by said grant or permit. This assurance shall obligate the grantee (permittee), or in the case of transfer of the property granted or made available therein, any transferee, for the period of said grant or permit.

(2) The grantee (permittee) further agrees that it will not transfer any rights or interests in the property conveyed or made available by the attached instrument for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer of the Bureau of Land Management that it will comply with the provisions of paragraph (1) hereof.

(3) The grantee (permittee) agrees that the right is reserved to the Department of the Interior to declare the terms of said grant or permit terminated in whole or in part and to revest in the United States title to the property conveyed or made available therein, in the event of a breach of the nondiscrimination provisions contained in paragraph (1) hereof at any time during the term of said right-of-way or permit.

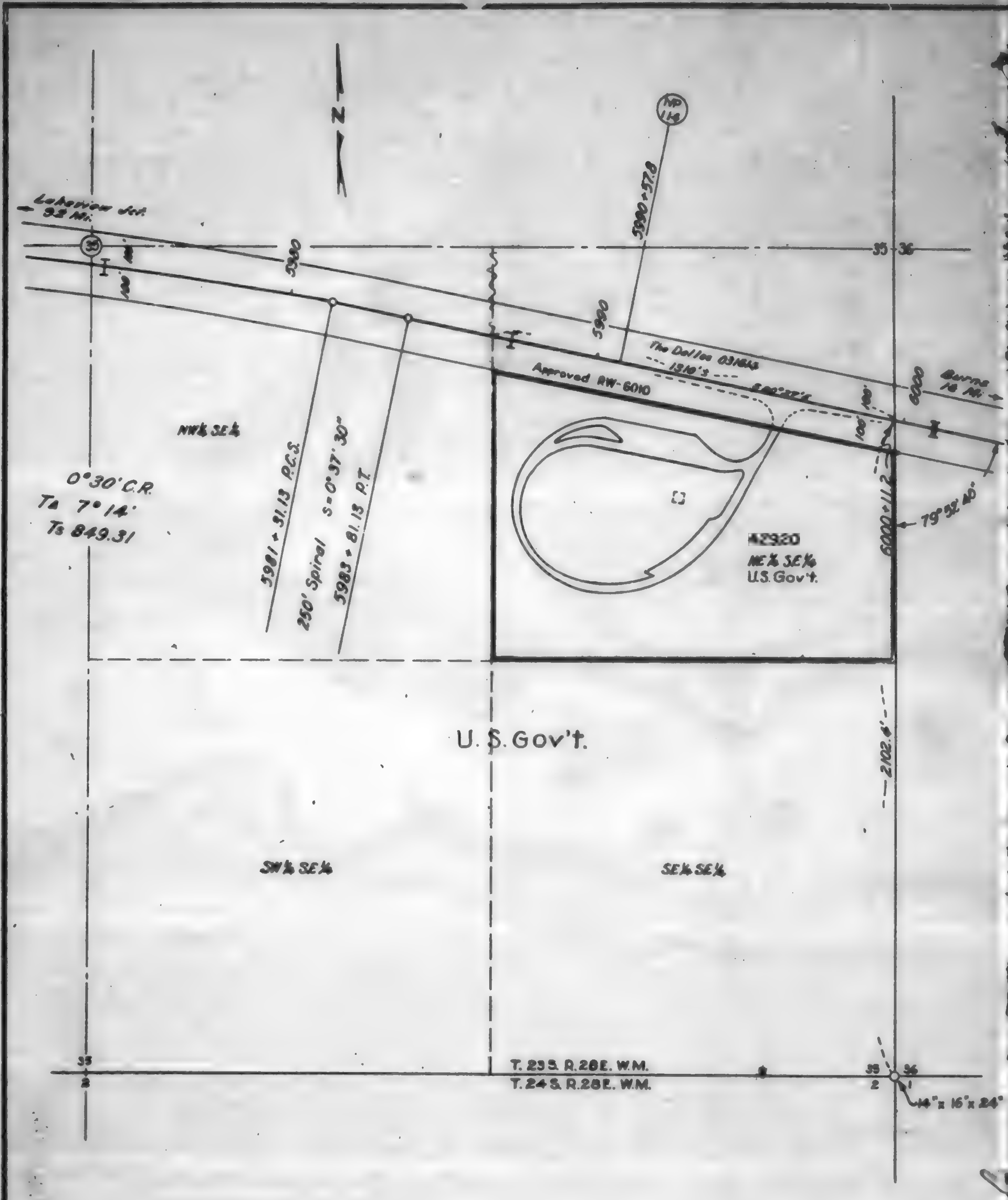
(4) The grantee (permittee) agrees that as long as the property conveyed or made available by the attached Decision is used for the purpose(s) designated therein, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964 shall constitute a covenant running with the land for the term of said grant or permit.

(5) The grantee (permittee) agrees that in the event of violation or failure to comply with the requirements imposed by paragraph (1), the United States may seek judicial enforcement of such requirements.

(6) The assurances and covenant required by secs. 1-5 above shall not apply to ultimate beneficiaries under the program for which said grant is made or permit issued. "Ultimate beneficiaries" are identified in 43 CFR 17.12(h) (1965 edition).

(7) Grantee (permittee) agrees that it will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed or made available by the attached Decision signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

Distribution:
Attach one each to original and duplicate original.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Lakeview Jct.
93 Mi.
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5990+57.8
MP 114
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5990
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Approved RW-6010
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Ts 849.31
5981+31.13 P.C.S.
250' Spiral S=0°37'30"
5983+81.13 P.T.
6000+11.2
79°52'40"
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NE¼ SE¼
U.S. Gov't.
U. S. Gov't.
2102.6'
SW¼ SE¼
SE¼ SE¼
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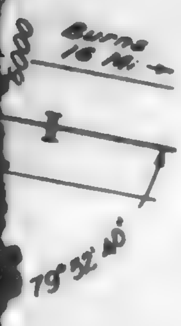
T. 24 S. R. 28 E. W.M.
35 36
2 1
14" x 16" x 24"

1R-4-347



STATE OF OREGON)
)ss.
County of Marion)

I, F. B. Klaboe, state that I am an Assistant State Highway Engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that the survey of the right of way of the Okerman Ranch-Sage Hen Hill Section of the Central Oregon Highway, a distance of approximately 6.88 miles, was made under the direction of R. H. Baldock, then State Highway Engineer of the applicant and under its authority, commencing August 26, 1939, and ending on the 13th day of January, 1940, and that a portion of such survey is accurately represented on this map.

OREGON STATE HIGHWAY COMMISSION, Applicant

By F B Klaboe
F. B. Klaboe, Asst. State Highway Engineer

I, Floyd A. Query, do hereby certify that I am the Secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that F. B. Klaboe, who subscribed the foregoing affidavit, is an Assistant State Highway Engineer for the applicant; that the survey of the right of way for the Central Oregon Highway, a portion of which is represented on this map, was made under the authority of the applicant, as the approximate final location of the right of way from Okerman Ranch to Sage Hen Hill, a distance of 6.88 miles; and that this map has been prepared to be filed for the approval of the Secretary of the Interior, in order that the applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 885-916), approved August 27, 1958.

OREGON STATE HIGHWAY COMMISSION, Applicant

By Floyd A. Query
Floyd A. Query, Secretary

ATTEST: C. H. Heal

36
14"x 16"x 24" Stone

File No. 42920

OREGON STATE HIGHWAY DEPARTMENT	
Filing Map For	Right of Way
For	SAGE HEN SAFETY REST AREA
Highway	CENTRAL OREGON HIGHWAY
County	HARNEY COUNTY
Scale 1"= 400'	Date August, 1968

FEB 27 1969

3B-24-18 & 9C-10-5

RECEIVED

Memorandum

LSF-21(3)
F 7265

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 8, 1969

In reply refer to: 08-35-EC/400.1
Copy 'No Hearing' file

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-21(3)
Sage Hen Safety Rest Area
Public Hearing Status

We concur that public hearings are not required for this project.

Development of this project has progressed beyond the point where PPM 20-8 would be applicable.

4-11-69
[illegible]
Young
By Asst. State Hwy. Engr.

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-128X 90 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~DAVID B. SIMPSON, MEMBER~~
FRED W. HILL, MEMBER
PENDLETON

Thaddeus Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Sage Hen Safety Rest Area - 7
Oregon Project No. LSF-21(3)

Dear Sir:

We hereby request your concurrence that public hearings are not required for this project which is scheduled for our contract bid opening of May 15, 1969.

This project is partially under project agreement and the balance of the work is currently in P.S. & E. status. The P.S. & E. estimate was submitted initially on September 19, 1968 and accordingly, we contend that we are beyond the public hearing stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee ✓
R. W. Ellison
R. N. Chase
Ben Gifford

Routing
1 Barbee B
2 Hall H
3 A. Olson AO
Sample
Turpin
Swenson

RECEIVED
APR - 1 1969
DESIGN
DIVISION

Trout
4 Wiles
5 Hackleman
Scott
R. Olson
Carstens

RECEIVED
MAR 27 1969
F[illegible]

LSF-21(3)
7265

March 26, 1969

Sage Hen Safety Rest Area

Mr. L. E. George
Assistant Traffic Engineer

The attempt to establish a one-way traffic pattern for the low volume at this area is unwarranted. Please remove the "KEEP RIGHT" and thermo plastic arrows.

Tom Edwards
Assistant State Highway Engineer

TE:mc

Att.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

SIGNING

Location:		**Approved:**	
Highway:	Central Oregon	Date:	
Section:	Sage Hen Safety Rest Area	Amount:	$6,485.63
County:	Harney		

SIGNING

Estimated Contract Amount		$5,765.00
Anticipated Additional Items		
Estimated State Force Amount		
Engineering and Contingencies	(12-1/2%)	720.63
	Total	$6,485.63

It is proposed to include this work in the improvement LSF project scheduled for the May 15, 1969 letting.

NOTED
L.E. GEORGE

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1969

SUBJECT: File 42920
Sage Hen Rest Area
Central Oregon Highway -7

To:
Mr. D. J. Barbee
Design Engineer
BUILDING

Attention Mr. Floyd Scott

Attached you will find a letter of February 17, 1969 from the Bureau of Land Management and a tracing map No. 1R-4-347 for the Sage Hen Safety Rest Area.

If you approve the Bureau's request that the area lying north of the highway be omitted from our application, please have the map changed accordingly.

Earl F. Saling
EARL F. SALING
Right of Way Office Mgr.

MS:ls
Attachments

APPROVED
D. J. Barbee
Design Engr.

REFERRED TO
Scott
Design Engr.

Routing
1 Barbee B
2 Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
FEB 25 1969
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott — Map IR-4-347 Revised + sent to Saling 2-26-69
R. Olson
Carstensen

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
729 N. E. Oregon Street (P. O. Box 2965)
Portland, Oregon 97208

IN REPLY REFER TO:
OR 3844
2234 (17.0)
100.5a

Your Reference:
File 42920
Sage Hen Rest Area
Central Oregon Highway

FEB 17 1969

State of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Earl F. Saling
Right-of-way Office Manager

Gentlemen:

In your letter of February 4, 1969, you indicated that the State Highway Department has let a contract for well exploration for the Sage Hen Rest Area, right-of-way application OR 3844, on that portion of the NE¼SE¼ of Section 35, T. 23 S., R. 28 E., W.M., located south of the existing highway.

If you determine that there is sufficient water at the site, the map should be corrected to delete that portion of the proposed rest area located north of the existing highway. Upon receipt of the corrected map, we are prepared to grant formal approval, subject to the following:

1. The rest area must be fenced by grantee in such a manner as to prevent livestock from gaining access to the highway.
2. Due care will be exercised by the grantee to destroy no more of the natural vegetation than is essential for the construction requirements.

We have enclosed your tracing map No. IR-4347 for the necessary correction. Please return the corrected map with three print copies to this office.

Sincerely yours,

Virgil O. Seiser
Virgil O. Seiser
Chief, Branch of Lands

Roy Olsen
Copy to 2/[illegible]

Enclosure:
Map

RECEIVED
FEB 6 = 196[illegible]
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

LSF-21(3)
7365

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 4, 1969

Mr. R. E. Simpson
Division Engineer
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Sage Hen Hill Safety Rest Area
Central Oregon Highway

ATTENTION: Mr. G. R. Brooks

Gentlemen:

Reference is made to the base design dated December 9, 1968 for the Sage Hen Hill Safety Rest Area on the Central Oregon Highway.

During the planning stage of the Rest Area a request was made to the Soil Section for the most economical design possible.

The small quantities and isolated location of the site placed a premium price on specification materials required for conventional design. Because of this use of local materials as shown on the design was considered.

The data shown are from only one test of the local materials. In review it appears the design may be less than minimal. To provide some margin of safety the credit for C.T.B. should be on the order of 1.4 or 1.5 to 1 and that for the stone sub-base should be on the order of 0.4 to 0.5 to 1.

In recognition of this it is proposed to show a two-inch depth of Asphaltic Concrete as a final stage on the plans. This hopefully could be placed as part of an overlay project when such develops in the general area.

May we have your concurrence.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

G. L. Decker
Assistant Construction Engineer

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FEB 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:ss

cc: F. B. Klaboe
D. J. Barbee
F.W. Yarbrough

#7265

Harney #7

Salem Office
January 7, 1969

Sage Hen Hill Rest Area
Central Oregon Highway
Harney County

A. F. Parson
Division Engineer
Division V
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Alfred J. Shirley, Jr.
Assistant Division Engineer

Your recommendation of December 20, 1969, has been reviewed.

It has been decided, however, that an O-11 Oil Mat should be constructed. Since federal money will be involved we will be unable to do the work with our state forces.

D. J. BARGEN
Design Engineer

By

DONALD L. TROUT
Design Office Engineer

DLT/cdr
cc: Ray Olsen
J. F. Putman

FORM E-90 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 20, 1968

SUBJECT: Sage Hen Hill Rest Area
Central Oregon Highway
Harney County

To: Mr. D. J. Barbee
Design Engineer
SALEM

Last month on an inspection trip with Mark Astrup and Roy Olson to the proposed Sage Hen Hill Rest Area site, the subject of the cost of the development of the proposed rest area was discussed.

It was suggested to Mr. Astrup that we investigate the possibility of constructing an oil mat wearing surface for the entrance road and parking lot by State Forces. This has been done and we are attaching a cost estimate for this work by State Forces. On the Central Oregon Highway the 3/4"-1/2" and 1/4"-#10 aggregate is available in State owned stock pile sites and Division IV has indicated that 1/2" to 1/4" aggregate is available at a State owned stockpile site on the Burns-Lakeview Highway.

It is recommended that a 0-9 oil mat be constructed by State Forces and State supplied materials for this project.

A. F. PARSON
Division Engineer

By

Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Division Engineer

AS:sh
Attach

cc Roy Olson
J. F. Putnam

Routing
1 Barbee
2 Hall H
A. Olson
Sample
Terpin
Swenson

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DEC 23 1968
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

OR GON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Sage Hen Hill Rest Area Unit
Highway Central Oregon County Harney Prefix
Length Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
150-200 Asphalt	Ton	16	2	18	\$ 75^{00}	\$ 1350^{00}
Rck Asph in Seal	Ton	10	1	11	60^{00}	660^{00}
3/4" - 1/2" Agg	c.y.	122	13	135	3^{50}	472^{50}
1/2" - 1/4" Agg	c.y.	57	8	65	3^{36}	218^{40}
1/4" - #10 Agg	c.y.	84	11	95	3^{50}	332^{50}
Haul on Agg	yd·mi	3725	375	4100	0^{10}	410^{00}
		Sub total			\$ 3,	443^{40}
		E + C @ 20%				756^{60}
		Total			\$ 4,	200^{00}
0-11	=	7100 + 20% = \$8500				

Total ____________

Sage Hen Hill Rest Area (MP 114)

O-9 oil mat wearing surface

Entrance road and parking lot = 84,400 ft^2.

150-200 Asphalt	18 tons
RSK Asphalt in Seal	11 tons
3/4" - 1/2" Aggr	135 c.y.
1/2" - 1/4" Aggr	65 c.y. (from Div 4)
1/4" - #10 Aggr	95 c.y.

Adequate supply of 3/4" - 1/2" aggregate in stockpile at MP 119.37 on Central Ore. Hwy:

haul = (135 c.y.)(5.5 mi) = 745 c.y.-mi.

Adequate supply of 1/2" - 1/4" agg. in stockpile at MP 10 on Burns-Lakeview Hwy:

haul = (65 c.y.)(19.5 mi.) = 1278 c.y.-mi

Adequate supply of 1/4" - #10 agg. in stockpile 0.5 mile rt. of MP 131.7 on Central Ore Hwy.

haul = (.95 c.y.)(18 mi) = 17.10 c.y. mi. "

Form 2-48

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Sage Hen Hill Rest Area

sta. 0 - 22+ Plus Parking = 84,400 □ ft. ~~93,777~~ □ ft.

				Net	+ 10%
0-9 Oil Mat.					
Penetration Asphalt	84,400	x	.000194	~~18~~ 16	~~20~~
Emulsified Asphalt	"	x	.000114	~~11~~ 10	~~12~~
3/4" - 1/2" Aggregates	"		.00144	~~135~~ 122	~~150~~
1/2" - 1/4" Aggs.	"		.00067	~~63~~ 57	20
1/4" - #10 Aggs.	"		.001	~~94~~ 84	~~100~~
0-11 Oil Mat.					
Penetration Asphalt	84,400	x	.000409	~~38~~ 35	~~40~~
Emulsified "	"	x	.000114	~~11~~ 10	~~12~~
1 1/4" - 3/4 Aggregates	"	x	.00244	~~229~~ 206	~~250~~
3/4" - 1/2 "	"	x	.001	~~94~~ 84	~~100~~
1/2" - 1/4 "	"	x	.001	~~94~~ 84	~~100~~
1/4" - #10 "	"	x	.001	~~94~~ 84	~~100~~

We dont have any
1 1/4 - 3/4 Rock

FORM E-30 50M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1968

SUBJECT: Sage Hen Safety Rest Area - 7
Preliminary Estimate
Alternate Water Systems

To: Mr. F. D. Morgan
Construction Engineer
Building

Attention: Mr. Mark Astrup

L

Based on your letter of September 11, and assuming the well, which is to be constructed, will reasonably produce above 30 gpm, we have prepared itemized preliminary estimates for a full hydropneumatic water system and a reservoir system.

Full support of the proposed rest area buildings and irrigation of 1-1/2 acres of lawn will require a minimum of 15 gpm. For the purpose of these estimates, we have assumed a minimum pumping rate of 26 gpm and a maximum of 45 gpm.

30 [illegible] OK

With a full hydropneumatic system, a pumping rate of 26 gpm would support the rest area on a 12-hour irrigation schedule at an estimated cost of $9,081.00. The same type system with a 45 gpm pumping rate would support the rest area on a 7-hour irrigation schedule at an estimated cost of $10,344.00.

The reservoir system at the 26 gpm rate would support the rest area on a 7-hour irrigation schedule at an estimated cost of $11,049.00 and at the 46 gpm rate the irrigation schedule would be 4-hours at an estimated cost of $11,949.00.

The full hydropneumatic system will not provide a reserve water supply. It has been our experience that a full hydropneumatic system serving both building and irrigation loads, greatly accelerates pump wear and tear with resultant frequent pump failures.

The reservoir system does provide reserve water and produces the least wear and tear on the pump. In addition, it will provide

Routing

Morgan	Pease
Becker	Morelock
Sord	Trout
Barbee	Scott
Walker	Wills
Clenn	Litchfield
Swan	Olson

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CONSTRUCTION
DIVISION

the most rapid irrigation schedule thereby allowing nighttime irrigation when wind velocities are lowest.

In our opinion, the slightly higher cost of the reservoir system is offset by its distinct advantages.

Itemized preliminary estimates are attached.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

DSB:jr
Attachments

cc: R. F. Knapp

Revised Computation for Water
Sage Hen Rest Area -7
9/27/68

Acreage to cover for lawn and shrub areas = approx. 1.5 acres
Rainfall 10"-15" annually
* Water requirement for lawn area = 1.5 ins in hot and dry inland regions
* 1" of water will wet Sandy Loam soil approx. 8" in depth.

* From "Agri. Yearbook 1955, page 466

Area to be watered = 1.5 acres approx.
Evaporation allowance approx. 20%   1.5 ins. × 20% = .3 ins
1.5 + 0.3 = 1.8 ins

1.5 acres = 43,560 sqft × $1\frac{1}{2}$ = 65,340 s sq. ft.
$65{,}340 \times \frac{1.8}{12} = \frac{117{,}612}{12}$ = approx. 10,000 cuft.

10,000 cuft × $7\frac{1}{2}$ gals = 75,000 gals per week

6 hrs watering per day,

$\frac{75{,}600}{7}$ = 10,714 gals per day $\frac{10714}{6}$ = 1786 gals per hr.

$\frac{1786}{60}$ = 30 GPM

Using sprinkler heads @ 6 GPM per head
Time (hours) = $\frac{\text{Depth req'd in inches} \times \text{area to cover in sq. ft.}}{96 \times \text{application rate in GPM}}$

$T = \frac{1.8 \text{ ins.} \times 25{,}120 \text{ sq. ft}}{96 \times (6 \text{ GPM} \times 5)}$

Area per head = $\pi r^2 = \pi 40^2$ =
1600 × 3.14 = 5024 sqft.
1 sec (5 heads) = 5024 × 5 =
25,120 sq. ft.

$T = \frac{45{,}216}{2880}$ = 15.7 hrs per week

Per day = $\frac{15.7}{7}$ = 2.8 hrs per section.
5 Sections
Approx. 50% overlap, reduce to 1.4 hrs per sec per day for watering or approx. water 4 secs per 6 hour day or 3 secs. per day for 2 days per week.

Sage Hen Rest Area
10/2/68

Lawn area = 1.5 acres
Soil:- sandy loam & rocky

43560 × $1\frac{1}{2}$ A = 65340 sq. ft.

$$\overset{5435}{\cancel{65340}} \times \frac{1.5''}{\underset{1}{\cancel{12}}''} = 8153 \text{ cuft}$$

* Water req'd per week $1\frac{1}{2}$"
1" of water will penetrate sandy loam soil to 8" approx.
* From "Agri. Yearbook 1955, pg 466

8153 × $7\frac{1}{2}$ gals = 61,148 gals
Evoporation Allow. 20%
61,148 × 20% = 12,230 gals.
61,148 + 12,230 = 73,378 gals req'd per week for $1\frac{1}{2}$ acres.

JAN 3 - 1969

LSF-21(3)

1245

GAME COMMISSION

OFFICE OF THE DIRECTOR

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GOVERNOR

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P. W. SCHNEIDER
State Game Director

cc's sent 1-2-69

F.B. Klaboe
G.C. Wills
L.H. Young
F.E. Terpin
T.C. Roake
A.F Parson

December 24, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

We have reviewed the plans sent with your letter of December 12, 1968. The projects concerned are as follows:

Sage Hen Safety Rest Area, Central Oregon Highway, Harney County

Deadmans Pass Safety Rest Area, Old Oregon Trail Highway, Umatilla County.

We have no objection to this construction from a wildlife protection viewpoint, so the plans are approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

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JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

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12-9-68

NOTED F. B. KLABOE

Section SAGE HEN HILL SAFETY REST AREA Highway CENTRAL OREGON (FAR 21) County HARNEY Prefix 13-0901

Res. Engr. ____ Approx. Length ____ Miles. Sta. ____ to Sta. ____ Date 12-9-68

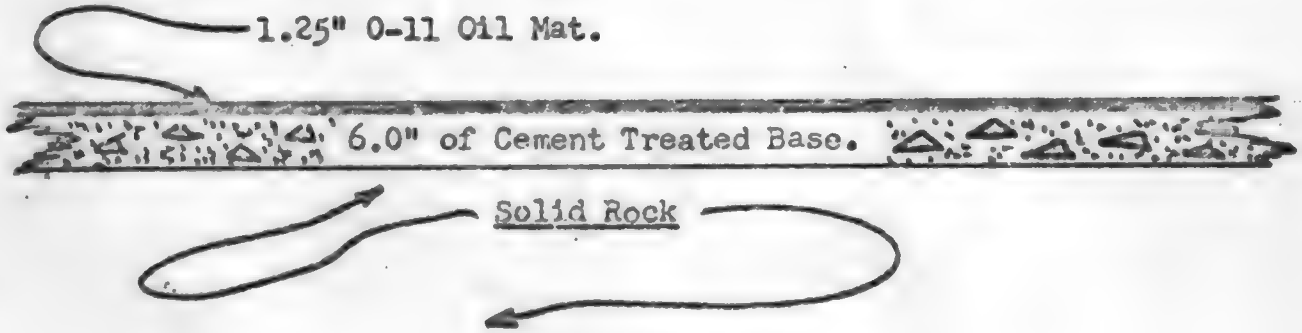
Mean
Truck A.D.T. 40 Traffic Coefficient 7.0 18 kip s.a. per day 21.0.

Annual Precipitation 17"± (Burns) Frost Penetration 30"±.

CBE Total Req.	Credit	Actual Thick.	
		1.25	0
		6.0	CTB
7265	LSF-21(3)	7.25	

(1)
Typical Soil
LL
R PI
O %P 10
C %P200
K %Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

ROCK SECTION



See remarks on Page 3

AASHO CLASSIFICATION:

MATERIAL SOURCES:
To be determined
by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
~~[illegible]~~
Design Engineer
Division Geologist
~~[illegible]~~
~~[illegible]~~
Final Design Engineer

Submitted by ____ Staff Assistant

Recommended by ____ asst. Engineer of Materials

Recommended by ____ asst Construction Engineer

Approved by ____ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section SAGE HEN HILL SAFETY REST AREA Highway CENTRAL OREGON (FAR 21) County HARNEY Prefix 13-0901

Res. Engr. ____ Approx. Length ____ Miles. Sta. ____ to Sta. ____ Date 12-9-6 8

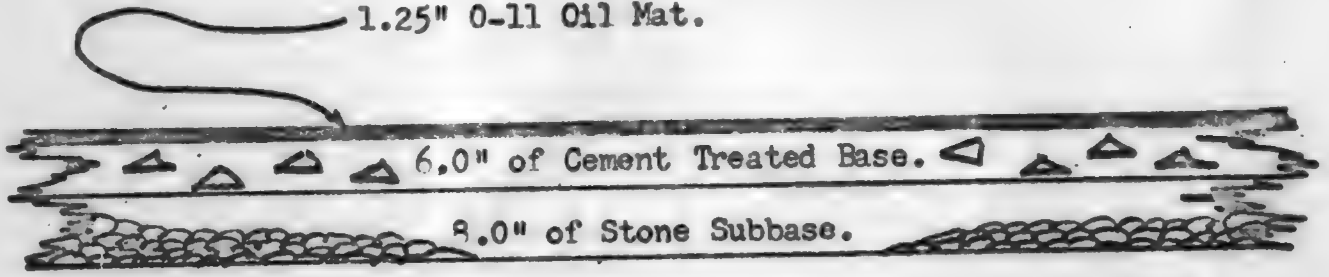
Mean

Truck A.D.T. 40 Traffic Coefficient 7.0 18 kip s.a. per day 21.0.

Annual Precipitation 17"± (Burns) Frost Penetration 30"±.

SOIL SECTION

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)



CBE Total Req.	Credit	Actual Thick.	
		1.25	O-11
		6.0	CTB
		8.0	Stone Subbase
		15.25	

AASHO CLASSIFICATION:

MATERIAL SOURCES:

See remarks on Page 3.

SECTION: SAGE HEN HILL SAFETY REST AREA

HIGHWAY: CENTRAL OREGON

COUNTY: HARNEY

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness

N O N E

Remarks:

Use of the "SOIL SECTION" to be at the discretion of the Resident Engineer.

Material is available from existing O.S.H.D. Gravel Pit adjacent South of M.P. 115.8, Central Oregon Highway. The material has been tested and will meet requirements for Stone Subbase, also, a 1.6 quality Cement Treated Base (6.5%± cement) can be produced from this source.

The total thickness of the Soil Section has been based on approximately ½ the depth of frost.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	- -"	Crushed Base
1.0"	Cement Treated Base	=	1.6"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	- -"	Crushed Base

TRAFFIC ANALYSIS

SECTION: SAGE HEN HILL SAFETY REST AREA

HIGHWAY: CENTRAL OREGON

COUNTY: HARNEY

100 Present ADT (1968)

30 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	12	1.6	19	16	450	7,200
3	3	"	5	4	1000	4,000
4	3	"	5	4	1250	5,000
5	12	"	19	16	3180	50,880
6	0	-----	---	---	2570	------
				40 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 67,080

TWENTY YEAR EWL 1,341,600

TRAFFIC COEFFICIENT 7.0

SECTION: SAGE HEN HILL SAFETY REST AREA

HIGHWAY: CENTRAL OREGON

COUNTY: HARNEY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
Remarks: ______

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See remarks on Page 3

CONCLUSION AND REMARKS:

No cost comparison made for this section. See Item 6.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sh

Section Sage Hen Safety Rest Area
Unit
Highway [illegible]
County [illegible]
Prefix
Length
Designer [illegible]
Draftsman
Date [illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & [illegible]	All					500.00
General Excavation [illegible]	C.Y.	5982		6580	2.75	18,095.00
Finishing Roadbed & Slopes	All					600.00
Trench Excavation	C.Y.	197		217	5.00	1085.00
8" Perf Drain Pipe	Lin.Ft.	310		341	2.50	853.00
12" Culvert Pipe	" "	658		724	4.00	2896.00
Type "B-1 Inlet	One	5		5	150.00	750.00
Type "[illegible]" [illegible]	Cu.Yd.	54		59	55.00	3245.00
Type 2 Fence	Rod	190		209	12.00	2508.00
Special Backfill in Drains	C.Y.	32		35	10.00	350.00
Cement Treated [illegible] Mixture	Ton	2,913		3204	5.00	16,020.00
P.C.C. in C.T.B. Mixture	"	132		145	37.00	5,365.00
RS-1 in Seal Coat	"	8		9	100.00	900.00
Class "B" [illegible] Conc. Mixture	"	1000		1100	20.00	22000.00
Asphalt in Mixture	"	55		61	42.00	2562.00
Stone Subbase	C.Y.	860		946	5.85	5534.[illegible]
Paved End Slope 12"	One	3		3	50.-	150.00
						83,413.00
			+20% Engineering			16,683.00
$21000						

Total 100,096.00

0-11 $79,1[illegible]

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OCT 3 1968

FILE CODING

LSF-21(3)
7265

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1968

SUBJECT: Laminated Wood Light Poles
Assignment No. 2498

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

The question of using laminated wood poles in safety rest areas was referred to Maintenance for recommendation.

Mr. Gix' report raised several questions which, according to Mr. George, are not pertinent to rest area installations. Namely, 30-foot heights are sufficient and 20-foot setbacks are not required.

Inasmuch as the wood poles carry a 20-year guarantee and are estimated to cost approximately one-third that of steel, it is recommended they be specified in the Sage Hen Safety Rest Area.

Your concurrence is requested. Please return the attached specification.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

Approved 9/2/68
FB Klaboe
Asst. State Hwy. Engr.

cc Astrup
George
10-3-68

dnc:

cc: F. D. Morgan

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OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

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FORM E-20 (12-67)
OCT 2 - 1968
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 1, 1968

To:

Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Right of Way Status
LSF Project
Sage Hen Hill Safety
Rest Area
October 24, 1968
Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to right of way for the following project scheduled for contracting on the above date.

Sage Hen Hill Safety Rest Area
Central Oregon Highway
Harney County
Well exploration

The only file involved is a Bureau of Land Management taking and they will give the State a pre-construction permit.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:DH

cc F. B. Klaboe
C. H. Maison
G. E. Rohde
T. W. Litchfield
W. H. Haskin
Frank Lowe
Duane Ridings
M. R.Mitchell

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OCT 1 1968
OFFICE OF
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JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

September 23, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swen
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 25 1968
CONSTRUCTION
DIVISION

Mr. D. J. Barbee
Assistant Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. D. J. Barbee

This is in reply to your letter of September 16, 1968 relative to the plans for the following project:

Sage Hen Hill Safety Rest Area
Central Oregon Highway, Harney County

There will be no conflict with wildlife resources as a result of this construction and the project is approved.

We appreciate the opportunity to comment on this work.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

by R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK:js

9-25-68 Copies to: F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
George Wills
A. F. Parson (2)
fw

RECEIVED
SEP 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 2 1968

Thaddeus Bruno, Member
~~Portland~~

LSF-21(3)
7265

August 21, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project LSF-21(3)
Sage Hen Hill Rest Area

Dear Sir:

This is to confirm our verbal request for your approval of stage construction of the subject project as set forth hereinafter. Tentative approval was granted during telephone conversation of August 19, 1968 between Mr. Brooks, Mr. Girvin and Mr. Chase.

It is our present intention to receive bids on October 24, 1968 for the first stage consisting of drilling, testing and developing one well (approximate cost $5,000) and then receive bid on December 5, 1968 for the final stage consisting of complete development of the Rest Area (approximate cost $7[illegible],047).

Our reason for the stage construction is to facilitate the design of the rest area facilities based on the water supply available from the well.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

cc: I. D. Merchant
Mark Astrup
R. M. Chase

FORM E-128X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~DAVID B. SIMPSON, MEMBER~~
PORTLAND
FRED W. HILL, MEMBER
HELIX
~~Thaddeus Bruno, Member~~
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 20 1968
FOR FILING

LSF-21(3)
7265

August 12, 1968

~~Mr. R. R. Simpson~~
~~Division Engineer~~
~~Bureau of Public Roads~~
~~477 Cottage St., N. E.~~
~~Salem, Oregon 97301~~

Project LSF-21(3)

Dear Sir:

We are forwarding for your approval PR-9 form "Request for Approval of Individual Project Program Change" for the subject project.

Please refer to Mr. Young's August 9, 1968 letter regarding this project.

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe ✓
M. Astrup
R. N. Chase

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

CARD 2	REPORT NUMBER 5 (16) (20)	PROJECT LOCATION (45 typewriter spaces) US-20 10.0 Mi. E. of Riley 21 65	ADT	700	FUTURE 1,150 (66) (70)	YEA 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) Rest Area Complete Facilities 26 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY						
			FH ROUTE NO (66) (68)	SUPV ACCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74	

CARD 4	CLASS OF FEDERAL FUNDS [1] Landscape and Scenic Enhancement		COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM Primary	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES		TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54)	(58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	42	LSF-21(3)	US-20 1.75 Mi. W. of Riley (Suntex Rest Area)	0.0		84,047
										PROJECT TOTAL	0.0		84,047
5					PE ROW CONST		RE-QUESTED REVISION	42	LSF-21(3)	US-20 10.0 Mi. E. of Riley (Sage Hen Hill Rest Area)	0.0		(16) 84,047
										PROJECT TOTAL	0.0		84,047

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:
To revise project location of Rest Area. Re
relative to necessity of changing location o

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDE
DATE OF INITIAL APPROVAL: June 29, 1967	DATE August 12, 1968	DATE
OTHER:	SIGNATURE	SIGNATURE
	ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	**ADT**	700	FUTURE 1,150 (66) (70)	YEAR 88 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 667 4 6	ITEM NO. 42

FOR MISCELLANEOUS FUNDS ONLY					PROJECT NUMBER		I PROJECTS ONLY	
PV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) LSF- 14 23	NUMBER-AGR. NO. 21(3) 7 13	POST MI. MI. (24) (26)	DESIG.

ment	COUNTY NAME Harney	CODE 14 025

STEM Primary	RTE NO. P	FEDERAL AID 21	STATE (32) 7	U.S. (37) 20

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (56)	(59)	(67) (76)		
20 1.75 Mi. W. of ey ntex Rest Area)	0.0	84,047	84,047		Rest area development — Parking area, walks, sanitary facilities, water supply, lighting, tables, landscaping and irrigation system.
PROJECT TOTAL	0.0	84,047	84,047		
20 10.0 Mi. E. of ge Hen Hill Rest a)	0.0	84,047 (16) (23)	84,047 (24) (33)		Rest area development — Parking area, walks, sanitary facilities, water supply, lighting, tables, landscaping and irrigation system.
PROJECT TOTAL	0.0	84,047	84,047		

SON FOR CHANGE:
revise project location of Rest Area. Refer to Mr. Young's letter of August 9, 1968 for data
ative to necessity of changing location of Rest Area from MP 103 to MP 114.

REQUESTED	RECOMMENDED	APPROVED
12, 1968	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

ch classes of funds involved.

USCOMM-DC 48309-P61

13-8332 Frenchglen Rock Production Proj. 1969
on the Frenchglen Hwy., S. of
#7266 Burns

RECEIVED
DEC 9 1969
FOR FILING

13-8332
7266

December 9, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 18, 1969, on Contract No. 7266. The contract was with N. A. Toole Construction Company and was for rock production on the Frenchglen Rock Production Project on the Frenchglen Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. E. Young
Ivan Merchant
F. D. Morgan
H. S. Coulter

srb sr

RECEIVED
DEC 10 1969

13-8332
7266

December 9, 1969

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7266 awarded to N. A. Teale Construction Company for the Frenchglen Rock Production Project on the Frenchglen Highway in Harney County was completed on September 18, 1969, and accepted by the Highway Commission on December 9, 1969.

Final payment in the amount of $5,166.96 will be released to the contractor after December 16, 1969. The total contract amount is $116,851.53 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc N. A. Teale Constr. Co.
1235 S. W. 2nd Ave.
Ontario, Oregon 97914

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
E. S. Coulter

RECEIVED
DEC 24 1969
FOR FILING

13-8332
7266

39

(12)

November 26, 1969

H. A. Toole Construction Company
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, considered your request for a 50-day time extension on Contract No. 7266 for the Frenchglen Rock Production Project on the Frenchglen Highway in Harney County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an increase of five calendar days.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
[redacted]

By
C. W. Head, Assistant Secretary

cc

bc: F. D. Morgan
V. E. Skoog
H. S. Coulter
Lloyd Johnson

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1969

SUBJECT: Frenchglen Rock Production
Contract No. 7266
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

N. A. Toole Construction Company requests a 50-day time extension because of allegedly heavy rainfall in June, an overrun in oil rock quantities and added haul distance from the s[redacted] material source used. This project called for the stockpiling of 33,500 cubic yards consisting of 16,100 cubic yards in three sizes of oiling aggregates and 17,400 cubic yards of 3/4"-0. Pertinent dates are as follows:

Bids Opened	May 15, 1969
Contract Sent	May 26, 1969
Contractor began moving in	June 16, 1969
Started Crushing	July 7, 1969
Specified Completion Date	August 1, 1969
Completed oiling aggregate	August 20, 1969
Project complete	September 18, 1969

Liquidated Damages - 48 days at $100 per day.

The June weather is not a valid reason for extension. The project reports indicate a majority of the days the last half of June were either fair or cloudy and during this time the contractor was setting up his plant and starting quarry development. We did require 1,892 cubic yards of oiling aggregate in addition to the contract quantity, and based on the average production rate, this overrun justifies an extension of 5 calendar days.

Two prospective material sources were offered in the special provisions, each located near a stockpile site. Only one source was actually used. Since we guarantee neither the quality nor quantity from such sources, the longer haul to one of the stockpile sites (which would only require the addition of trucks and is partially offset by less crusher moving) is not believed to be a valid reason for additional time.

We therefore recommend only a 5-day extension. This will leave 43 days of liquidated damages in effect in the amount of $4,300. This is a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7266 Contractor N. A. Toole Construction Co.

Highway Frenchglen

Section Frenchglen Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~[illegible]~~

Recommend 5 days extension for 1,892 cubic yards extra oil rock.

Recommended for Approval:

Actg Division Engineer

Construction Engineer ~~or Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No. 7266

Project designation State ~~Non-Federal~~

Date awarded May 20, 1969

Work started June 16, 1969

Per cent completed 100% Sept. 18, 1969
Date

Specified Completion Date ~~No. of Workdays Allowed~~ Aug. 1, 1969

Completion Date ~~No. of Workdays Used~~ Sept. 18, 1969

No. of Added ~~Work~~days Requested 51

B-[illegible] (Rev.)—[illegible]—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 15, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days ~~workdays~~ from Aug. 1 days to Sept. 28 ~~days,~~ within which to complete our Contract No. 7266, without the assessment of liquidated damages. The said contract is described as follows:

Frenchglen Rock Production Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We lost 15 calendar days of work in June because of exceptionally heavy rainfall during the month. It took (8) calendar days to crush the extra oil rock used by State Forces during the contract. An additional time of (28) calendar days was needed to crush all materials from Material Source (2) when from extensive testing Material Source (1) did not prove suitable to use, thereby increasing our haul distance for all materials stockpiled at Site "A" from 2.2 miles to 11 miles.

Respectfully submitted,

N. A. Toole Constr. Co.
Contractor

By N A Toole
N. A. Toole

CONSENT OF SURETY

Date September 16, 19 69

We, General Insurance Company of America

Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dennis D. Price
Attorney-in-fact
Dennis D. Price

(SEAL)

Resident Agent

RECEIVED
NOV 4 - 1969
FOR FILING

13-8332
7266

November 3, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 12
November 18, 1969 meeting

H. A. Toole Construction Company requests a 50-day time extension on the Frenchglen Rock Production project on the Frenchglen Highway in Harney County, Contract 7266. The contractor cites allegedly heavy rainfall in June, an added quantity of oil rock crushing, and increased haul distance because only one material source was used.

The contractor started moving his equipment to the project on June 16. The records do not indicate that rainfall for the remainder of the month was so extreme as to warrant consideration for extension, and further, the contractor's activity for the month consisted of setting up the crusher and starting the quarry development. The rock source which the contractor used was not mandatory and any difference in haul distance resulted from his own choice of operations.

An overrun of the bid quantity for the oiling aggregate was required and based on the contractor's overall average production rate, this justifies an extension of five calendar days.

This project was completed September 18 with 48 days liquidated damages accrued. I recommend an extension of five calendar days because of the increased rock quantity. This will leave 43 days liquidated damages in effect in the amount of $4,300. This is a State project.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
H. S. Coulter

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7266 Contractor E. A. Teale Construction Co.

Highway Frenchglen

Section Frenchglen Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

XXXXXXXXXXXXXXXXXXXXXX

[redacted]

Recommend 5 days extension for 1,892 cubic yards extra oil rock.

Recommended for Approval:

/s/ Alfred Shirley, Jr.
Asst. Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7266
Project designation (State-Federal)	State
Date awarded	May 20, 1969
Work started	June 12, 1969
Per cent completed (Date)	100% Sept. 18, 1969
Specified Completion Date ~~No. of Workdays Allowed~~	Aug. 1, 1969
Completion Date ~~No. of Workdays Used~~	Sept. 18, 1969
No. of Added ~~Work~~days Requested	51

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 15, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from Aug. 1 days to Sept. [illegible] days within which to complete our Contract No. 7266, without the assessment of liquidated damages. The said contract is described as follows:

Frenchglen Rock Production Project.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We lost 15 calendar days of work in June because of exceptionally heavy rainfall during the month. It took 8 calendar days to crush the extra oil rock used by State Forces during the contract. An additional time of 28 calendar days was needed to crush all materials from Material Source (2) when from extensive testing Material Source (1) did not prove suitable to use. This increased the haul distance for all materials stockpiled at Site "A" from 2.2 miles to 11 miles.

Respectfully submitted,

M. A. Toole Constr. Co.
Contractor

By M A Toole
M. A. Toole

CONSENT OF SURETY

Date September 16, 19 69

We, General Insurance Company of American
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dennis D. Price
Dennis D. Price
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7266 Contractor N. A. Teale Construction Co.

Highway Frenchglen

Section Frenchglen Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

XXXXXXXXXXXXXXXXXXXXXX
~~[illegible]~~

Recommend 5 days extension for 1,092 cubic yards extra oil rock.

Recommended for Approval:

/s/ Alfred Shirley, Jr.
Asst. Division Engineer

Construction Engineer or Bridge Engineer

F B Klaboe
Assistant State Highway Engineer

Contract No. 7266

Project designation State
State-Federal

Date awarded May 20, 1969

Work started June 16, 1969

Per cent completed 100% Sept. 18, 1969
Date

Specified Completion Date
~~No. of Workdays Allowed~~ Aug. 1, 1969

Completion Date
~~No. of Workdays Used~~ Sept. 18, 1969

No. of Added ~~Work~~days Requested 51

B—230 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 15, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from Aug. 1 days to Sept. 20 ~~days~~ within which to complete our Contract No. 7266, without the assessment of liquidated damages. The said contract is described as follows:

Frenchglen Rock Production Project.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We lost 15 calendar days of work in June because of exceptionally heavy rainfall during the month. It took 8 calendar days to crush the extra oil rock used by State Forces during the contract. An additional time of 28 calendar days was e needed to crush all materials from Material Source (2) when from extensive testing Material Source (1) did not prove suitable to use. This increased the haul distance for all materials stockpiled at Site "A" from 2.2 miles to 11 miles.

Respectfully submitted,

N. A. Toole Constr. Co.
Contractor

By N A Toole
N. A. Toole

CONSENT OF SURETY

Date September 16, 1969

We, General Insurance Company of American
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dennis B. Price
Dennis B. Price
Attorney-in-fact

(SEAL)

Resident Agent

13-8332
7266

C

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Frenchglen Rock Production

WEEK ENDING: Nov. 1, 1969

SECTION PREFIX: 13-8322

HIGHWAY: Frenchglen

COUNTY: Harney

NAME OF JOB: Frenchglen Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: N. A. Toole Construction Co.

CONTRACT NUMBER: 7266

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 20, 1969

DATE WORK STARTED: June 16, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 133,163.07

SPECIFIED COMPLETION DATE: Aug. 1, 1969

PERCENT OF TIME ELAPSED: 167

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 122,604.62

ENGINEERING AUTHORIZATION: $ 10,559.25

Cost for week *210.19

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 122,290.83

ENGINEERING COST TO DATE: $ 10,435.19

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.7

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.3 %

PERCENT OF AUTHORIZATION: 99 %

DATE PROJECT WAS COMPLETED: Sep. 18, 1969

* To bring Eng. cost to date.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			33,500		
TOTAL QUANTITIES CORRECTED TO DATE			35,218.44		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			35,218.44		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan M
Decker
Bond D
Walker
Boehme
Johnsen
[illegible]
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 3 1969
CONSTRUCTION DIVISION

~~NOTED~~
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate and supporting data was submitted to Division Office October 31, 1969. This is the concluding Weekly Report for this project.

SIGNED L. C. Johnson LOCATION Burns
L. C. Johnson, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

C

RECEIVED
JUN 19 1969
FOR FILES

13-8332

1266

June 18, 1969

H. A. Toole Construction Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7266 for the Frenchglen Rock Production Project on the Frenchglen Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wr
Enclosure

cc: General Insurance Co. of America, Portland and Seattle
D. J. Barbee
F. D. Morgan
I. D. Merchant
H. S. Coulter
P. F. Burnett

RECEIVED
MAY 26 1969

FOR FI

13-8332

7266

May 26, 1969

N. A. Toole Constr. Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

Enclosed are three copies of Contract No. 7266 for $116,125 awarded to you by the State Highway Commission on May 20, 1969. This contract is for the Frenchglen Rock Production Project on the Frenchglen Highway in Harney County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Head, Assistant Secretary

cr
Enclosures

bc: D. J. Barbee
F. D. Morgan
I. D. Merchant
H. W. McCauley (SIAC)
A. F. Parson
P. F. Burnett

15-8325 Prospect Rock Production Project 1969
Crater Lake Hwy., N. of Medford
#7267

RECEIVED
AUG 1 1971
FORM 830—5UM—2-67—1476
FOR FILING

15-8325

7-27

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 28, 1970

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway
Contract No. 7280
Engineering Costs

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

Herewith attached is a breakdown of the engineering charges on the subject project.

In order to better analyze the engineering costs for the Cabin Creek Safety Rest Area Project I submit the following pertinent information:

At the time Cabin Creek was awarded (7/3/69) this engineering crew consisted of 4 men, one HE IV, Two HE I, one E.A. The monthly expenditures for this crew, including office rent, utilities, equipment rental, salaries, materials and supplies amounted to approximately $4,800.00

The Cabin Creek project had a calendar workday allowance of 60 days. On September 23, 1969 these 60 days expired. At that time our engineering expenditures were $6,025.00. The original engineering authorization was $6,768.84. Cabin Creek project was completed March 31, 1970, approximately 9 months from the date of award.

During these 9 months our normal engineering costs based on the above $4,800.00/month would be $43,200. Our actual engineering costs for the 9 months 7/1/69 through 3/31/70 amounted to approximately $36,805., or some $6,400. less than our normal 9 months operating costs. The loaning of men to other crews plus some charges to vacation and sick leave accounts for the difference.

Following is a breakdown of our engineering costs for the period 7/1/69 - 3/31/70:

Roberts Mtn. Slide, Cont. 7216	$7,460.
Prospect Rock Production Cont. 7267	2,005.
Cabin Creek Safety Rest Area Cont. 7260	18,140.
N. & S. Canyonville & West Fork Interchange Cont. 7302	9,200.
Total	$36,805.

These costs are our field engineering costs and include laboratory charges. Mr. Johnson's letter of 7/23/70 indicates the final engineering cost of $21,187.36. Our field records show $18,315.92. I cannot account for the difference.

Several factors are involved in causing the engineering overrun. The primary cause in this case is the overrun of the contract time. In order to document the project an inspector has to be present at all times the contractor is working.

The Cabin Creek contractor averaged less than 3 men per day on this project, many days only one would appear. On numerous occasions the contractor wouldn't show up at all, at other times he would give notice that he would not work a given day and then change his mind without notification to us. He worked on Saturdays and late in the evenings without notification. Despite my admonitions against such practises, he persisted in not always informing me of his intentions. In self-defense an inspector had to be present at all times.

The documenting and procurement of materials certifications, written prior approval requests, etc., all are time consuming and costly. On the Cabin Creek job, the above was very much moreso because of the contractors procrastination and unwillingness to cooperate.

While we had a man on loan a good portion of the aforementioned 9 months period, we still had to borrow a survey party at various times. We couldn't have done the work with less personnel, and yet we couldn't have had much more work with the personnel we had, one res. engr., one officeman, one inspector for each job.

It all boils down to a fixed engineering cost versus so much money allowed for so much work available. Had the Cabin Creek job taken the allowed 60 days our engineering costs would have been very close to the authorization. Our costs for the first 60 days of this project was right at $3,000./month. Using our final field amount of $18,316., the final 7 months engineering costs was at the rate of $2,200./month.

Also attached is a copy of a previous report covering the same subject.

J R Hagedorn

J. R. Hagedorn
Resident Engineer

RECEIVED
NOV 18 1969

15-8325
7267

November 17, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1969, on Contract No. 7267. The contract was with Mel Barlow and was for rock production on the Prospect Rock Production Project section of the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
NOV 18 1969

15-8325
7267

November 17, 1969

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7267 awarded to Mel Barlow for the Prospect Rock Production Project on the Crater Lake Highway in Jackson County was completed on October 27, 1969, and accepted by the Highway Commission on November 17, 1969.

Final payment in the amount of $29,929.16 will be released to the contractor after November 24, 1969. The total contract amount is $41,647.16 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Mr. Mel Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

NOTED ON CARD
11-17-69 cR

15-8325
7267

FORM B-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Prospect Rock Production

WEEK ENDING: Nov. 7, 1969

SECTION PREFIX: 15-8325

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: Prospect Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Mel Barlow

CONTRACT NUMBER: 7267

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 20, 1969

DATE WORK STARTED: Sept. 22, 1969

ESTIMATED COMPLETION DATE: Oct. 27, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: Oct. 1, 1969

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 49,693.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 45,353.00

ENGINEERING AUTHORIZATION: $ 4,340.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,647.16

ENGINEERING COST TO DATE: $ 1,960.00

DATE PROJECT WAS COMPLETED: Oct. 27, 1969

ESTIMATED PERCENT: ~~[illegible]~~ UNDERRUN 8 %

PERCENT OF AUTHORIZATION 45 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			7,916 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7,916 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 3	Cloudy			
TUESDAY 4	Rain			
WEDNESDAY 5	Showers			
THURSDAY 6	Ptly Cldy			
FRIDAY 7	Ptly Cldy			
SATURDAY				

Routing
Morr
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 10 1969
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed Oct. 27, 1969. The Semi-Final was submitted Nov. 5, 1969

SIGNED ______ LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 10 1969

FOR FILING

15-8325
7267

June 10, 1969

Mr. Mal Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7267 for the Prospect Rock Production Project on the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Enclosure

cc: U.S. Fidelity & Guaranty Co. of Baltimore
Bob Hart Insurance, Inc.
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
John Hagedorn

RECEIVED
MAY 28 1969
FOR FILING

15-8325

7267

May 26, 1969

Mr. Mal Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

Enclosed are three copies of Contract No. 7267 for $43,400 awarded to you by the State Highway Commission on May 20, 1969. This contract is for the Prospect Rock Production Project on the Crater Lake Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Head, Assistant Secretary

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
C. T. Keasey
John Hagedorn

I-5-1(71)50 Grants Pass-Evans Creek Sec. 1969
of Pacific Hwy.
#7268 (Grading & signing)

c

FABRICATION AND ERECTION OF STEEL AND WIRE • TW 10-46 234-9731

files

Kathi
Please note on card
cih.

OCT 27 1970

PORTLAND WIRE & IRON WORKS

4644 S.E. 17TH AVENUE • P.O. BOX 02175 • PORTLAND, OREGON 97202

ESTABLISHED 1892

I-5-1(71)50
7268

October 13, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon - 97310

Ref: Contract #7268 - Grants Pass-Evans Creek - Laam, Irving & Co. Coral Corp., Contractors

Gentlemen:

We have received $289.36 from Coral Corporation, which leaves a balance of $510.64 still owing from our original claim of $800.00.

Very Truly yours,

R.L. Chewning
Credit Manager

3 Copies:

1-Reliance Insurance Co.
1-Coral Corporation

Cc

NOTED
C. W. HEAD

RECEIVED
OCT 15 1970
[illegible]
STATE HIGHWAY [illegible]

Claim # 4549 c files c

RECEIVED
OCT 14 1970

RECEIVED
SEP 29 4 56 PM '70
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-5-1(71)50
7268

September 29, 1970

Portland Wire and Iron Works
P. O. Box 02175
Portland, Oregon 97202

Attention: R. L. Chewning
Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of September 24 and attached invoice stating that Laam, Irving and Company and Coral Corporation owes you for supplies in the amount of $800.

This appears to be in connection with the Laam, Irving and Company Contract No. 7268 for work on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

The Reliance Insurance Company, 620 Oregon Bank Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Laam, Irving & Co.
Reliance Insurance Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 2 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FABRICATION AND ERE[illegible]ON OF STEEL AND WIRE • [illegible]

PORTLAND WIRE & IRON WORKS

4644 S.E. 17TH AVENUE • P.O. BOX 02175 • PORTLAND, OREGON 97202

ESTABLISHED [illegible]

September 24, 1970

Secretary of State
State Of Oregon
Salem, Oregon - 97301

Ref: Grants Pass-Evans Creek
Contract # 7268
Laam, Irving & Company
Coral Corp. Contractor

Gentlemen:

We hereby make claim for material furnished on the above project, of which there is still owing $800.00.

Reliance Insurance Company, 620 Oregon Bank Building, Portland, Oregon - 97204, being the bonding company on this project.

Very Truly yours,
R.L. Chewning
R.L. Chewning
Credit Manager

NOTED
C. W. HEAD

RECEIVED
SEP [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

PORTLAND WIRE & IRON WORKS
STEEL AND WIRE FABRICATORS
4644 S.E. 17TH AVENUE ☎ 234-9731
P.O. BOX 02175
PORTLAND, OREGON 97202

CUSTOMER NO. 16527 36

DATE 10-31-69

OUR JOB NO. 01 G-4223 - A

YOUR P. O. NO. 366

SOLD TO
Coral Corporation
P. O. Box 256
Gladstone, Oregon 97027

JOB REF.
Grants Pass-Evans Creek Section
Grants Pass, Oregon
OSHD Contract No. 7263

TERMS: Net 10TH OF FOLLOWING MONTH

Item No. 38 Breakaway Steel Posts	As Quoted:	$5,343.00
Item No. 39 Structure Mounts	"	993.00
		$6,336.00
Less payment 12/12/69		5418.20
Less Credit Memo 12/23/69		117.80
Balance owing		800.00

NOV 5 1969

RECEIVED
[illegible] 1970
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1970

I-5-1(71)50
7268

July 23, 1970

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,730 will be made to Lemm, Irving and Company on Contract No. 7268 for grading, signing, and illumination on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $496,121.90 including the post-final payment. Of the total $1,982.30 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc Lemm, Irving & Co.
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
G. T. Kenney

RECEIVED
AUG 6 - 1970

FOR FILING

I-5-1(71)50
7268

July 14, 1970

Laam, Irving & Company
135 E. Hereford Street
Gladstone, Oregon 97027

3f

Gentlemen:

The State Highway Commission at its meeting on July 7, 1970, considered your request for an extension of time of 42 days on Contract No. 7268 for work on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you 17 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc F. D. Morgan
V. E. Skoog
C. T. Keasey
A. L. Chapman
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 2, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-1(71)50
Grants Pass Section
Pacific Highway
Request for Time Extension

We have reviewed your recommendations for an extension of time on the subject project and find that the circumstances which created the overrun of time are considered a reasonable justification for granting additional time.

Thus we concur in your recommendation for 17 days extension of time.

6-5-70
REFERRED TO
Morgan - [illegible] - Young
By Asst. State Hwy. Engr

NOTED
[illegible]

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1970

SUBJECT: Request for Time Extension
Grants Pass-Evans Creek Section
Contract No. 7268

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Laam Irving Company requests a 42-day time extension on the Grants Pass-Evans Creek safety project. This project was 9.14 miles long and covered sign and guardrail changes, slope flattening and added illumination. Some pertinent dates:

Calendar workday count started	June 7, 1969
Work started	June 17, 1969
130 days (early phase) elapsed	October 14, 1969 (Required completion of all work except illumination)
160 days (total completion) elapsed	November 13, 1969
Actual completion (both phases)	December 4, 1969
47 days liquidated damages at $100 per day	= $4,700.00
Contract amount	$490,161

The contractor submitted a rather elaborate request with 27 sheets of attachments (we find a majority of this superfluous). The contractor's reasons could be summarized as:

1. Quantity overruns (grading items)
2. Delay in material delivery (electrical and sign structural items)
3. Extra traffic control effort
4. Repair of damaged rail
5. Subsurface rock in guardrail areas.

Actually, the overall project cost was very close to the contract with only a 0.8 percent overrun. Two grading items did overrun significantly -- Embankment in Place 25.7 percent over (6,671 cubic yards) and 3/4"-0 Material in Leveling Course 10.4 percent over (2,051 cubic yards). Some other major items underran -- Guardrail Type 2A, under 7.7 percent; Terminal Anchors, under 27.6 percent; Reconstruct Median Rail, under 9.3 percent; Seed and Mulch, under 39.5 percent.

The embankment in place overrun is particularly significant. This was scattered work, some of it at guardrail terminal areas where the embankment had to be placed first. We believe the overrun did have a delaying effect on sequential operations. A majority of the embankment work was accomplished between August 2 and August 23 during the prime construction time. Based on the average production over this period (900 cubic yards per calendar day), the overrun quantity justifies 7 additional calendar days and extension in this amount is recommended.

We cannot confirm that the alleged delay of electrical or signing materials caused the delay in completion. The guardrail work seems to have controlled the progress during the last half of the project. Illumination and signing were completed concurrent with it. From the information available, we do not recommend extension on this reason. The contractor may yet be able to present a more convincing case.

Problems of traffic control and warning should not be a valid reason for extension. Presumably, these could be anticipated and minimized by extra efforts perhaps only involving closer supervision or additional personnel.

Our field people report that approximately 2,000 feet of guardrail was replaced by the contractor during the life of the project because of traffic damage. This was repaired by the contractor as it occurred and at his own expense and is his financial obligation. We believe that it would be difficult to schedule for this sort of thing however and would regard it as being beyond the control of the contractor as far as time is concerned. On the estimated basis that a day is required for the repair and replacement of 200 feet of rail, the Division recommended 10 days extension on this reason and we concur.

The remaining reason citing the unanticipated difficult digging for the guardrail or median posts due to subsurface rock is not believed to be a valid reason for extension.

The two reasons recommended above would grant 17 day extension leaving 30 days or $3,000 liquidated damages in effect. Rough draft letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
MAY 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PHONE 656-0601
138 EAST HEREFORD STREET

Laam, Irving & Company
P. O. BOX 258
GLADSTONE, OREGON 97027

February 26, 1970

ATTACHMENT TO FORM E-320 (OSHD)
Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Reference: Grants Pass Evans Creek Section, Contract No. 7268

Forty-seven (47) days' penalty has been assessed against this project from October 14, 1969 to November 30, 1969. Please consider our request to increase the number of workdays for all work except illumination by 42 days, to a total of 172 days, making the completion date November 25 for all work except illumination, which was also completed during this period. We feel this request is justified due to the following reasons:

This contract consisted of the following items:

1. Grading - Items 2 through 23
   (clearing, excavation, rock 3/4"-0, and pipe work)
   Subcontractor: F. L. Somers Co., Inc.
2. Electrical - Items 40 and 43
   (illumination, both roadway and sign)
   Subcontractor: F. L. Somers Co., Inc.
3. Landscaping - Items 32 through 35
   (seeding, mulching, grass seed and fertilizer)
   Subcontractor: Art Van Leeuwen
4. Fencing - Item 31
   Done by Laam, Irving & Company
5. Signing - Items 36, 39, 41 and 42
   Done by Laam, Irving & Company
6. Guard Rail - Items 24 through 30
   Done by Laam, Irving & Company

Item 1, Grading - This item overran considerably, as shown in Exhibit 1.

Exhibit 1 (a) - Copy of November 7 estimate.
Exhibit 1 (b) - Per cent Overrun Table.
Exhibit 1 (c) - December 10 letter from F. L. Somers.
Exhibit 1 (d) - F. L. Somers certified payroll week of November 15, 1969.

Attachment to Form E-320 (OSHD)
Re: Grants Pass-Evans Creek, Contract 7268

The time of completion for landscaping, fencing and signing items was materially affected by the completion of the grading items. This overrun would affect the completion of grading work on schedule, as can be seen by the copy of F. L. Somers certified payroll week ending November 15. On November 14 grading was essentially completed even though Somers was back again on November 24 and 25. I believe this was primarily for clean up. The grading, etc., portion of this contract would be considered complete on November 14, 1969.

Item 2, Electrical - This item was held up due to lack of material from suppliers, as shown in Exhibit 2.

Exhibit 2 (a) - Copy of purchase order and receiving ticket showing when material ordered and actually delivered;also explanatory letters.
Exhibit 2 (b) - Copy F. L. Somers certified payroll week ending November 29.

Item No. 40 could not be completed until the structure mount, Sign Item No. 39, was complete. The electrical portion of this contract was essentially completed November 24, 1969, (see Exhibit 2 (b), even though the electrician was required to come back December 8 for some force account work on structure mounts.

Item 3, Landscaping - This item was held up due to the grading. This work was done October 20 through October 29 (Exhibit 3 (a).

Exhibit 3 (a) - Copy of Art Van Leeuwen certified payrolls, week ending October 25 and week ending October 29.

Item 4, Fencing - This item was held up due to the grading (Exhibit 4 (a). Last day of work on this item was November 11, 1969.

Exhibit 4 (a) - Copy of fence foreman's daily report November 11, 1969.

Item 5, Signs - This item was held up, to some extent, until grading and landscaping work could be done in certain areas. The prime reason for not being complete by October 14 was due to lack of material. Structure mount material was not received from our supplier until October 30, 1969. This we do not feel was any fault of ours, nor does our supplier feel it was his. See Exhibit 5.

Exhibit 5 (a) - Purchase Order to Portland Wire and Iron.
Exhibit 5 (b) - July 18 letter from Portland Wire and Iron to Laam, Irving.
Exhibit 5 (c) - July 21 letter from Laam, Irving to Howard Harris, Resident Bridge Engineer.
Exhibit 5 (d) - September 24 letter from Oregon State Highway Department to Laam, Irving.
Exhibit 5 (e) - September 25 letter Laam, Irving to Portland Wire and Iron.
Exhibit 5 (f) - December 26 letter Portland Wire and Iron to Laam, Irving.
Exhibit 5 (g) - Copy sign foreman's daily report November 11; and October 31 letter OSHD to Laam, Irving.

Attachment to Form E-320 (OSHD)
Re: Grants Pass-Evans Creek, Contract 7268

Exhibit 5 (h) - Copy of sign foreman's daily report November 20.
Exhibit 5 (i) - Copy of sign foreman's daily report November 25.

The breakaway posts for this job were not received on the project until October 27, 1969 and one post, Sign No. 10, had to be modified due to wrong fabrication and change in footing elevation by the OSHD. This post was sent back to Portland Wire and Iron, and re-set on November 11, 1969 (Exhibit 5 (g). Extra work was required on the structure mount to shim out and make plumb. This was accomplished on November 20 (Exhibit 5 (h). The existing sign bridge could not be removed until the structure mount was in place and wired. This was accomplished on November 25 (Exhibit 5 (i).

As can be seen from the above, the signing items were essentially completed on November 25, 1969 even though additional force account work was required as late as December 8 and 9 on the structure mount.

Item 6, Guard Rail - This item, of course, was being done at the same time as all of the others and was the last to be completed. Our reasons for not completing this item on time were as follows:

1. Traffic Control - To keep every phase of this operation properly signed and coned turned out to be more time consuming than anticipated at the time of bid. Consequently, this cut into our production, i.e., to move from one location to another in the middle of the day would require anywhere from one-half hour to one hour to direct traffic around, or a 6¼% to 12½% loss in production each move.

2. Replacement of Damaged Rail - This was impossible to estimate accurately prior to bid. Every time a piece of rail was damaged by traffic, it had to be replaced, necessitating another move, additional traffic control, etc. I am sure the Resident Engineer will attest to the fact that towards the end of this job it began to look like we would never be able to find one day when there was no damaged rail to be replaced on this nine miles of freeway.

3. Rock in the Median ---- We had originally bid this job anticipating approximately 2,000 feet of rock in the median; and a few of our personnel were the same ones that put in the original median barrier. The change from the 5'4" post required originally to the 6' post current standard changed the 2,000 feet of rock to approximately 6,000 feet. This 4,000 feet of rock was primarily in the bottom 8". This just had to be worried down because it was not practical to shoot in the middle of the freeway. We realize this was our problem and probably not a valid reason for a request for additional time, but we also felt it should be mentioned.

SUMMARY

Even though the above work was being done concurrently, the signing items alone should warrant an extension of time through November 25 (42 days); electrical through November

24 (11 days); grading through November 14 (31 days). Therefore, we respectfully request that the number of workdays for completion of this project be increased from 130 days to 172 days for all work except illumination for the reasons stated in the foregoing.

Cordially,

Robert D. Laam

Robert D. Laam

RDL:nm
Attach Exhibits
2/26/70

RECEIVED
JUN 9 - 1970
FOR FILING

I-5-1(71)50
7268

June 8, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
July 7, 1970 meeting

Lane Irving Company, contractor on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 7268, has requested a 42-day time extension. This was a safety improvement project covering guardrail, signing and other modifications, and added illumination.

The contractor cites quantity overruns, material delays, highway traffic control, repair of damaged rail, and unanticipated subsurface rock as reasons for extension.

We find that only two of these reasons affected the job progress and are also valid for extending the time. The Embankment in Place item overran 25.7 percent and based on the contractor's average production justifies an extension of seven days. The repair of reconstructed guardrail damaged by traffic within the project limits was the responsibility of the contractor but the several such occurrences did have a disruptive effect on the contractor's schedule. Some 2,000 feet of rail was replaced at different times and justifies an additional 10-day time extension.

Based on the above reasons, a total extension of 17 days is recommended which will leave 30 days of liquidated damages in effect amounting to $3,000. This was an Interstate Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
C. T. Keasey
F. D. Morgan

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7268 Contractor Lasm, Irving & Company

Highway Pacific

Section Grants Pass - Evans Creek

Kind of Work Grading, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 17 days for embankment overrun and repair of rail damaged by traffic.

Recommended for Approval:

John [illegible] II
Asst Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7268
Project designation	I-5-1(71)50 State-Federal
Date awarded	5-20-69
Work started	6-17-69
Per cent completed	100% 12-[illegible]-69 Date
No. of Workdays Allowed	
No. of Workdays Used	177
No. of Added Workdays Requested	42

B—[illegible] (Rev.)—[illegible]—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 26, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 172 days, within which to complete our Contract No. 7268, without the assessment of liquidated damages. The said contract is described as follows:
Grants Pass-Evans Creek Section, Pacific Highway, Josephine & Jackson Counties

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attachment.

Respectfully submitted,

LAAM, IRVING & COMPANY
Contractor

By Robert D. Laam

CONSENT OF SURETY

Date February 27, 1970

We, RELIANCE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gladys I. Proux Attorney-in-fact
FULLERTON-ROSSMAN INSURANCE

(SEAL)

Ralph W. Fullerton Resident Agent 70

[illegible]
MAY 22 1970
FOR [illegible]

I-5-1(71)50
7268

May 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Request for Time Extension, Grants Pass-Evans Creek Section, Pacific Highway, Project No. I-5-1(71)50

Laam Irving Company requests a 42-day time extension on the Grants Pass-Evans Creek safety project. The contractor submitted a rather elaborate request with 27 sheets of attachments but the reasons could be summarized as follows:

1. Quantity overruns (grading items)
2. Delay in material delivery (electrical and sign structural items)
3. Extra traffic control effort
4. Repair of damaged rail
5. Subsurface rock in guardrail areas

Two grading items did overrun significantly--Embankment in Place 25.7 percent over (6,671 cubic yards) and 3/4"-0 Material in Leveling Course 10.4 percent over (2,051 cubic yards).

The Embankment in Place overrun is particularly significant. This was scattered work, some of it at guardrail terminal areas where the embankment had to be placed first. We believe the overrun did have a delaying effect on sequential operations. A majority of the embankment work was accomplished between August 2 and August 23 during the prime construction time. Based on the average production over this period (900 cubic yards per calendar day), the overrun quantity justifies 7 additional calendar days and an extension in this amount is recommended.

Mr. R. E. Simpson
Page two
May 22, 1970

We cannot confirm that the alleged delay of materials caused the delay in completion. The guardrail work seemed to have controlled the progress during the last half of the project. The contractor may yet be able to present a more convincing case.

Our field people report that approximately 2,000 feet of guardrail were replaced by the contractor during the life of the project because of traffic damage. This was repaired by the contractor at his own expense and is believed to be his financial obligation. It would be difficult to schedule for this sort of thing however, and it had a delaying effect beyond the control of the contractor. On the estimated basis that a day is required for the repair or replacement of 200 feet of rail, 10 days' extension on this reason is recommended.

For the two reasons recommended above, we ask your concurrence in 17 days' extension, leaving 30 days or $3,000 liquidated damages in effect.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan
C. T. Keasey

JAB:fw srb

RECEIVED
APR 27 1970

I-5-1(71)50
7268

April 24, 1970

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7268 awarded to Laam, Irving & Company for grading, signing and illumination on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties was completed on December 4, 1969, and accepted by the Highway Commission on April 23, 1970.

Final payment in the amount of $24,647.29 will be released to the contractor after May 1, 1970. The total contract amount is $494,421.90 including $1,980.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr
cc: Laam, Irving & Co.
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
Carroll T. Keasey

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APR 24 1970
FOR FILING

I-5-1(71)50

7268

April 23, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed December 4, 1969, on Contract No. 7268. The contract was with Lamm, Irving & Company and was for grading, signing and illumination on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 13, 1970, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Marchant
L. H. Young
F. D. Morgan
C. T. Keasey

srb sr

I-5-1(71)50
7268

FORM [illegible] (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Grants Pass - Evans Creek

WEEK ENDING: January 10th, 1970

SECTION PREFIX: 617-1070

HIGHWAY: Pacific

COUNTY: Josephine & Jackson

NAME OF JOB: Grants Pass - Evans Creek

KIND OF WORK: Grading, Signing & Illumination

CONTRACTOR: Laam, Irving & Company

CONTRACT NUMBER: 7268

FEDERAL AID PROJECT NUMBER: I-5-1(71)50

DATE OF CONTRACT: 5-20-69

DATE WORK STARTED: 6-17-69

ESTIMATED COMPLETION DATE:

SPECIFIED calendar WORK DAYS (a)130 (b)160

calendar WORK DAYS USED 177

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED (a)136% (b)111%

PROJECT AUTHORIZATION: $ 558,602.73

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 514,308.24

ENGINEERING AUTHORIZATION $ 44,294.49

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 494,282.66

ENGINEERING COST TO DATE $ 31,300.00

DATE PROJECT WAS COMPLETED: 12-4-69

ESTIMATED PERCENT: UNDERRUN 4 %

PERCENT OF AUTHORIZATION 71 %

Semi-Final Estimate Submitted 1-9-70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,000	19,700			
TOTAL QUANTITIES CORRECTED TO DATE	32,671	21,751			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	32,671	21,751			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy - Cold			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy - Shrs			
FRIDAY	Showers			
SATURDAY				

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JAN 12 1970
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Finished Semi-Final Estimate and submitted to Division Office

Final Report.

SIGNED R. L. Alyman LOCATION Grants Pass, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JAN 27 1970
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-1(71)50
7268

December 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7268
Prefix 617-1070
FAP I-5-1(71)50

Dear Sir:

All work under Contract No. 7268, Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, was completed on December 4, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By FDMorgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 1-21-70

Conditions noted on above date:

Project satisfactorily completed.

Original signed by
G. K. HO[illegible]

R. E. Simpson
Division Engineer

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc Forrest Cooper
F. D. Morgan

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NOV 14 1969

FOR FILING

I-5-1(71)50

7268

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: November 10, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-1(71)50
Grants Pass-Evans Creek Section
Unsatisfactory Progress of Work

The current Bureau of Public Roads Division office policy is to notify your office when the progress of work on Federal-aid construction projects are considered unsatisfactory in order that appropriate action can be taken when considered necessary or warranted.

The progress of work on the subject project is considered unsatisfactory since as of October 28, 1969 the date of the last contact inspection, approximately 111 percent of the contract time had elapsed while only about 85 percent of the work had been completed. The area engineer has discussed this condition with the Division and Resident Engineers. The present indication is that an extension of contract time is not justified since the time lag is the result of poor project management on the contractor's part.

11-14-69

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
NOV 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form [illegible]

I-5-1(71)50

7268

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OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required

BY

TITLE Dist. Engineer

DATE 2 0 OCT 1969

U. S. BUREAU OF PUBLIC ROADS

Project Name	Grants Pass - Evans Creek ✓	Date	1969
Highway	Pacific ✓	Contract No.	7266 ✓
County	Josephine & Jackson ✓	Prefix	617-1070 ✓
Contractor	Lacn, Irving & Company ✓	F. A. Project No.	I-5-1(71)50 ✓
Address	135 E. Hereford St., Gladstone, Oregon 97027 ✓	Order No.	3 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install temporary wiring to allow flood lights to be kept burning at the interchanges.

Location by station numbers:

North & East Grants Pass Interchanges

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	300.00
Labor	100.00
Contractor's Percentage (15% & 20%)	65.00
	465.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The existing buried cables supplying electricity to the lights is in the way of construction of the foundations for about half of the new poles. Temporary cables laid above ground appears the best solution to keep lights on during construction period.

Telephone approval by John Bond 10-2-69

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 558,602.73 ✓
Present estimate of project cost, including $ 465.00 for work under this order	$ 558,602.73
Expected under-run / over-run amount	$ —
Expected under-run / over-run per cent	—

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved Deputy State Highway Engineer, Assistant State Highway Engineer or

10-21-69

State Printing

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SEP 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-1(71)50

STATE COPY G-12

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
By
Title Dist. Engineer
Date 2 SEP 1969

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Grants Pass-Evans Creek

Highway Pacific

County Josephine & Jackson

Contractor Laam, Irving & Company

Address 135 E. Hereford St., Gladstone, Oregon 97027

Date September 9, 19 69

Contract No. 7268

U. S. BUREAU OF PUBLIC ROADS

Prefix 617-1070

F. A. Project No. I-5-1(71)50

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Excavate unsuitable foundation material from roadbed ditch area. Ditches are kept wet by leakage from irrigation ditches.

Location by station numbers:

Ln Station 360 to 470, as needed.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment Rental	$ 635.00
Labor	556.00
Contractor's Percentage - 15% & 20%	206.45
Total	$1,397.45

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions were made in original plans to remove the material from the ditches. This material will have to be removed before placing 3/4"-0 leveling material to get compaction of this material and insure proper drainage.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$558,602.73
Present estimate of project cost, including $1,397.45 for work under this order	$558,602.73
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman
Resident Engineer

Approval Recommended: /s/ Wendell E. Schwartz
Asst. Division Engineer

Approval Recommended:
for Construction Engineer or Bridge Engineer

Approved:
9-23-69
State Highway Engineer

7-3-69

JUL 30 1969

FORM [illegible]
(REV. 3-68) cc: OSHD, (Klaboe)
Region
Wash DC

FOR FILING

I-5-1(71)50

7268

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

JUL 22 1969

js

INITIAL INSPECTION REPORT

(Check Appropriate Box) ☐ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8	REPORT NO. 1	COUNTY Josephine - Jackson	DIVISION Oregon
DATE OF INSPECTION 7-3-69	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-5-1(71)50

IN COMPANY WITH
A. L. Chapman, Resident Engr, OSHD

LOCATION The project begins approximately 0.6 mile north of the north city limits of Grants Pass and extends southeasterly along the present alinement of the Pacific Hwy, (I-5) to the west end of the Evans Creek structure at the west city limits of Rogue River.

CONTRACTOR NAME AND ADDRESS
Loan, Irving and Company, Gladstone, Oregon

AWARD DATE May 20, 1969	CONTRACT AMOUNT 490,161.00	TIME ALLOWED *See below	TIME STARTED June 2, 1969	WORK STARTED June 17, 1969
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 22 %	WORK COMPLETED 5 %	

ROADBED (Width NA Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	STRUCTURES TYPE CODE NO.	STRUCTURES NET LENGTH (Miles)
Gr., Signing, and Illumination	Y006	9.14	—	—	—	—	—	—

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

GRANTS PASS - EVANS CREEK SECTION
PACIFIC HIGHWAY
Grading, Signing, and Illumination

NOTED
R L FORTER

The work to be completed under this project consists of flattening slopes, signing revisions, remove and reconstruct guardrail, lengthen culverts, revise median barrier, embankment in place, stone leveling course, and adjust culvert in lots, adjust fence, and revise illumination. This project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard of steep shoulder slopes and guard rail close to the shoulders.

* Time Allowed: The contract specifies two "Contract Times" as follows:

a) All work except illumination installation required under the contract shall be completed before the elapse of 130 calendar workdays.

Ref'd to Morgan 7-23-69

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

b) All work under the contract shall be completed before the elapse of 160 calendar workdays.

COMPLETED WORK:

Clearing	10% complete
Drainage	25%
Grading	4%
Guardrail	12%
Median Rail	5%
Aggregate Production	2%

WORK IN PROGRESS:

Contractor drilling and setting medial rail posts between stations 370 and 380. Subcontractor hauling fill material to Lg98 area and CE 144 area. Two men with hackhoe backfilling 18" pipe at CE 144. Subcontractor clearing right of station Lg176-180.

REMARKS:

The contractor is making good progress setting alternate guard rail posts along the median. While the percent of time elapsed exceeds the percent of work completed it is felt that the contractor can still complete the work within the contract time allowed. The required construction identification signs were in place as specified. All required labor posters, EEO posters, and wage rate schedule are posted at the crusher site.

At the time of the inspection the contractor had not designated an EEO Officer as required. The resident indicated that appropriate steps would be taken to assure that the contractor complies with the Equal Employment Opportunity Policy contained in the specifications. It was noted that the required certification of nondiscrimination in employment had been included as part of each subcontract.

At the time of the inspection the resident had interviewed four employees of the contractor, (two laborers, an auger operator, and an oiler) and four employees of the subcontractor, Somers, (a feeder operator, a loader operator, an oiler, and a crusher operator). It was found that each were being paid at least the minimum wage rate specified.

(more)

RECEIVED
JUL 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SUBCONTRACTS:

To date the following subcontracts have been approved by the State:

F.L. Somers in the amount of $232,152.00 covering part of items 1 and 2, all of items 3 to 23 inclusive, and items 40 and 43.

Art Van Leeuwen in the amount of $5,140.00 covering all of items 32 to 35 inclusive.

The total amount subcontracted is $237,292.00 or 48.41 percent of the contract amount.

LINEAR MEASUREMENTS:

No measurements were made since the work completed to date did not lend itself to measurements.

MATERIALS:

All material reports received to date were reviewed and found to be in conformance with the contract requirements.

CHANGES:

No changes are anticipated at this time.

C

STATE COPY

n Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-67

PROJECT REPORT NO.

FORM PR-2
(REV. 5-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-9-69

STATE Oregon

COUNTY Jackson & Josephine

PROJECT NO. I-5-1(71)50

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grants Pass - Evans Creek Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 541,377	$ 498,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 9 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. I-5-1(71)50 Safety

GRANTS PASS-EVANS CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON & JOSEPHINE COUNTIES

Project agreement estimate.

Salem, Oregon, May 28, 1969

Type Code Y006
Grading, Signing and Illumination (Sta. 1202+00 to Sta. 510+00) (Contract 7268)

Temporary Protection and Direction of Traffic	All Required		$ 10,000.00
Clearing and Grubbing	All Required		2,100.00
Embankment in Place	26,000 cu. yd.	2.56	66,560.00
Finishing Roadbed and Slopes	All Required		3,150.00
Trench Excavation	570 cu. yd.	5.25	2,992.50
Special Backfill in Drains	210 cu. yd.	9.45	1,984.50
Watering	1,150 M-gal.	6.30	7,245.00
3/4" - 0 Material in Leveling Course	19,700 cu. yd.	4.82	94,954.00
18-inch Culvert Pipe	540 lin. ft.	6.30	3,402.00
24-inch Culvert Pipe	240 lin. ft.	7.35	1,764.00
36-inch Culvert Pipe	22 lin. ft.	10.50	231.00
48-inch Culvert Pipe	84 lin. ft.	22.00	1,848.00
60-inch Culvert Pipe	30 lin. ft.	40.00	1,200.00
48-inch Arch Type Pipe	24 lin. ft.	24.00	576.00
6-inch Perforated Drain Pipe	40 lin. ft.	2.50	100.00
8-inch Perforated Drain Pipe	3,800 lin. ft.	2.70	10,260.00
18-inch Paved Culvert End Slopes	22 only	100.00	2,200.00
24-inch Paved Culvert End Slopes	10 only	120.00	1,200.00
Culvert Headwall, Sta. NB 48+50	All Required	290.00	290.00
Culvert Headwall, Sta. CE 144+60	All Required	585.00	585.00
Concrete Manholes	1 only	370.00	370.00
Concrete Inlets, Type G-2AA	16 only	125.00	2,000.00
Reconstructing Inlets	10 only	80.00	800.00
Remove and Reinstall Guide Posts	700 only	4.50	3,150.00
Guard Rail, Type 2	1,300 lin. ft.	2.40	3,120.00
Guard Rail, Type 2A	52,000 lin. ft.	2.31	120,120.00
Guard Rail Terminal Anchor	60 only	195.00	11,700.00
Extra for Guard Rail Bridge Connection	30 only	185.00	5,550.00

Painting Metal Rail Members	116,000 lin. ft.	0.10	$ 11,600.00
Reconstruct Median Barrier	31,400 lin. ft.	2.31	72,534.00
Type 2 Fence	130 rod	9.00	1,170.00
Roadside Seeding	20 acre	70.00	1,400.00
Roadside Mulching	20 acre	120.00	2,400.00
Grass Seed Mixture	600 lb.	0.90	540.00
Inorganic Fertilizer, 22-16-8	80 cwt.	10.00	800.00

Signing

Removal of Existing Sign Installations	All Required		1,700.00
Sign Support Footings	All Required		3,000.00
Breakaway Sign Posts	All Required		7,800.00
Structure Mounts	All Required		2,000.00
Sign Illumination Equipment	All Required		1,000.00
Revise Existing Wood Posts	65 only	5.00	325.00
Move Existing Type "A" Signs	All Required		1,500.00
Roadway Illumination Revision, Complete	All Required		22,000.00
			$ 490,161.00
Flagging (50% of contractor's cost)	All Required		2,000.00
	Subtotal		$ 492,161.00
	10% Engr. & Cont.		49,216.00
	Total		$ 541,377.00

Length of Project — 0.00 mile

Federal Funds -		$ 498,600.00
State Funds -		42,777.00
	Total	$ 541,377.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 329, Laws 1939.
State Funds for Maint.: Chap. 329, Laws 1939.

Group 1 - 100%

Prefix No. 417-1075

RECEIVED
JUN 5 - 1969
FOR FILE

I-5-1(71)50

7268

June 4, 1969

Lean, Irving & Company
135 E. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7268 for grading, signing, and illumination on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: Reliance Insurance Company
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
A. L. Chapman

RECEIVED
MAY 28 1969

FOR FILE

I-5-1(71)50

7268

May 26, 1969

Lamb, Irving & Company
135 N. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

Enclosed are three copies of Contract No. 7268 for $490,161 awarded to you by the State Highway Commission on May 20, 1969. This contract is for grading, signing, and illumination on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 7, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Head, Assistant Secretary

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley
C. T. Keasey
A. L. Chapman

RECEIVED
MAY 22 1969
FOR FILING

I-5-1(71)50
7268

May 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 19, 1969, is requested in the award of contract for the Grants Pass - Evans Creek Section, Project No. I-5-1(71)50.

The contractor receiving the award is Lane, Irving and Company, in the amount of $490,161.00, with Contract No. 7268 assigned. This bid was received on May 15, 1969, and awarded May 20, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-4.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date____________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

4-25-69

RECEIVED
MAY 2 1969
FOR FILE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Klaber

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-1(71)50

SECTION: Grants Pass-Evans Creek

WORK: Grading, Signing & Illum

COUNTY: Jackson & Josephine

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-1(71)50

7268

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED: 4/23/69

DATE AUTHORIZED: 4/23/69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ☒ CONSTRUCTION — ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with contractor's flagging in amount of $2,000 as shown in your estimate.
- ○ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's April 21, 1969 request and certifying statements are accepted.

P. S. & E. documents for subject project have been reviewed and are hereby approved.

A signed copy of the Title Sheet is returned herewith.

orig to Young
w/encl.

4-29-69

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE: April 25, 1969

SIGNATURE OF APPROVING OFFICIAL: R. E. Simpson

TITLE: Division Engineer

RECEIVED
APR 10 - 1969
FOR FILING

I-5-1(71)50
7268

April 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Grants Pass-Evans Creek Section, Pacific Highway, Your File: 08-35-DB

In reply to your letter of March 20, the following action has been taken:

Item No. 1 under Miscellaneous: An investigation by field personnel revealed that the culvert in question is 18 inches in diameter. It can be extended under construction without causing an overrun of contract quantities.

Item No. 2 under Miscellaneous: Since a standard drawing containing the details of making connections of guardrail to existing structures is included in the plans and a bid item to cover the cost of the work, it is felt unnecessary to make further mention of the item on the plans. The work is included as an additional bid item to cover the special feature required in constructing guardrail at the ends of existing structures.

Item No. 1 under Signing: A field investigation disclosed that the signs in question do in fact exist but at different locations than shown on the plans. The signs have been changed on the plans to their correct locations.

Item No. 2 under Signing: Holes will be bored in wooden sign posts to weaken them as per your suggestion.

Mr R. E. Simpson
Page two
April 9, 1969

Two signs, one at Station 70+38 Left and the other at Station 98+12 Left, are not presently mounted on safety bases and are in locations that will not be protected by guardrail. They have, therefore, been shown to be moved to locations behind guardrail and mounted on safety bases. This base was provided because we have no other to use as a standard installation.

One sign at Station 91+00 Left is to be removed and not reinstalled.

The following signs at Station 259+58 Left and Station 327+34 Left are not being removed but left in place protected by guardrail.

The plans and specifications have been revised to reflect the changes.

Item No. 3 under Signing: The sign at Station 380+00 is being relocated to Station 420+00 so that it will be protected by guardrail.

The plans for the reconstruction of the existing illumination facilities have been revised per your suggestions and breakaway bases provided under the present poles at the North Grants Pass Interchange.

We believe the foregoing statements should answer the questions you outlined in your letter and that PS&E approval and authorization to proceed with this project will be granted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
L. H. Young

FET:bdr srb

copy to Crandall
4-14-69

7268

FORM E-30 30M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1969

SUBJECT: Grading and Signing Project
Grants Pass-Evans Creek Section
Pacific Highway -1

To: D. J. Barbee
Design Engineer
BUILDING

As you are aware, the Bureau of Public Roads has refused to participate in the revision of the illumination at the East Grants Pass Interchange or the installation of breakaway supports for any signs behind guard rail on the above project.

The illumination portion of this project will be deleted. We will also delete from the project all signs which are presently behind guard rail.

The sign plans and specifications are being revised and will be delivered some time today. There is attached a copy of the title sheet and grading plans showing changes which will be necessary on these sheets.

L. E. George
L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachments

Routing
1 Barbee
2 Hall
A. Olson
Sample
3 Terpin T.
4 Swenson

RECEIVED
MAR 21 1969
DESIGN DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstenson

7-26-8

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

1 Barbee
Hall
A. Olson
Sample
3 Terp
4 Swenson
Trout
Wills
Scott
R. Olson

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 20, 1969

RECEIVED
MAR 25 1969
DESIGN DIVISION

In reply refer to: 08-35-DB

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-1(71)50
Grants Pass-Evans Creek Section
Pacific Highway
Grading, Signing and Illumination

REFERRED TO
Barbe - Young - Edwards
By Asst. State Hwy. Engr.

We have reviewed the PS&E documents on the subject project and have found several items that we cannot approve. All of these items have been previously discussed with your personnel at the plan-in-hand inspection and subsequent telephone contacts. The items in question are summarized as follows:

Miscellaneous

1. A 30" culvert requiring an approximate 30' extension in the vicinity of Station 98 is not shown on the plans.

2. While guardrail connections to structures is implied throughout the contract we feel that some notation on the plans making reference to Drawing No. 23257 would clarify this point for prospective bidders.

Signing

1. The special provisions (500-3.1(a)) makes reference to two "Slower Traffic Keep Right" and one "Emergency Parking Only" signs to be removed. Field inspection notes indicate that two of these signs (noted on the plans at Stations 112 and 122) are not in existence. This would affect the summary under 500-3.2 of the special provisions. You may wish to recheck this data.

2. We cannot justify expenditure of Federal funds for installation of breakaway supports on existing signs that are protected by guardrail unless the sign is the sole reason for the rail. We also believe that boring one or more holes in existing wood posts over 4" x 4" but not exceeding 6" x 6" constitutes a safe breakaway facility. The 4" x 4" wood posts need no further treatment and wood posts larger than 6" x 6" should be replaced with breakaway supports. Based on this concept we

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

concur in removal of sign supports only at the following locations as compared with your tabulation on pages 30 and 31 of the special provisions:

Steel	Wood
44+95	1213+40
205+00	134+00
224+97	171+00
380+00	259+58
478+60	327+34

N. Grants Pass Interchange

This would have a corresponding effect on the tabulation of required sign support footings on page 32 of the special provisions and the table on Drawing no. S-592 of the plans.

3. We are curious about your reasons for relocating the sign at Station 380 to a point at Station 420.

Illumination

1. We cannot justify expenditure of Federal funds for complete reconstruction of existing illimination facilities. We would concur in the installation of frangible bases on the existing luminaire poles with minor adjustment or regrading if concrete supports protrude above grade. This should include slip-connectors for the electrical wiring.

out

2. In order to complete this section to current safety standards we recommend that breakaway bases be provided for luminaire poles at the North Grants Pass Interchange on all poles not protected by guardrail. We recommend that this work be included in this project.

PS&E approval and authorization to proceed with this project will be deferred pending your further consideration of these factors.

RECEIVED
MAR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1969

UNITED STATES G[illegible]ENT

Memorandum

I-5-1(71)50

7268

U.S. DEPA[illegible]MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 5, 1969

In reply refer to: 08-35-EC/423.32
XRef: I-5-4(66)206

Klabze

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

B K Brooks

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: March 20 Bid Opening: Federal-Aid Construction Authorization

Mr. Young's February 25 letter requested our PS&E approval and construction authorization for four projects on the March 20 Bid Opening. In confirmation of our verbal advice, we denied approval of three of these projects for the reasons as follows:

	Project	Work	Reason
1.	I-80N-1(25)07 (et al)	Breakaway Signs	Increase scope of work
2.	I-5-1(70)00 (et al)	Breakaway Signs	Increase scope of work
3.	I-5-1(71)50	Safety Improvement	Pulled by State
4.	I-5-4(66)206	Rest Area	Too expensive

The two routewide I-80N and I-5 breakaway sign projects were denied construction authorization as being very limited in scope and too long. Our February 25 memorandum on Federal-aid Interstate Program discussed our comments in detail.

On I-5-4(66)206, Oak Grove Rest Area, we commented on our Program Approval PR-48 dated February 25 that we found some objectionable features. These items include the following:

The wrong design year was used resulting in overdesign of the pavement structure and the proposed plans called for far more than what we would consider an "expansion" of the existing rest area.

For the pavement structure the design year should be 1978 per the provisions of the Circular Memorandum dated May 9, 1967. For geometrics a design year of 1975 is warranted; however, it appears that projected traffic use by that date would justify the type 8 toilet buildings planned in addition to the existing toilet buildings.

NOTED
F. B. KLABZE

The estimated cost is approximately 100 percent above the preliminary figure discussed at the time expansion was requested. It is questionable whether or not the additonal service provided would justify the expense of the elaborate revision especially considering the total

(more)

3-7-69 young handling

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

costs of recently constructed Santiam River Rest Area and Wilsonville Rest Area which were approximately $375,000 and $450,000, respectively, including engineering. Specific items such as the benches, handrails, planters, exposed aggregate slabs, effect lighting, redwood header boards appear of questionable economy bearing in mind the fact that this is to be an expansion of the existing area and the fact that vandalism has been a costly maintenance problem. Any reservoir, if necessary, should be justified. We also fail to see the need for revising existing improvements (i.e. tearing up asphaltic sidewalks and removing drinking fountains) or the need for the costly automatic sprinkling system when a nearly full-time maintenance man will probably be present. The 4 x 4 4/4 mesh in the PCC sidewalk would appear to be of questionable need.

We are proud, as you are, of Oregon's fine reputation for beautiful, clean safety rest areas. However, we still must consider the economy of Federal-aid improvements and the important fact that this proposed project was approved only as an expansion, not as a nearly complete revision, of an existing Interstate-constructed safety rest area.

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 1969

UNITED STATES GOVERNMENT

FOR *Memorandum*

I-5-1(71)50

7268

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 3, 1969

In reply refer to: 08-35-EC/400.1

Copy in 'No' hearing file
Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(71)50
Grants Pass-Evans Creek Section
Safety Improvement
Public Hearing

We have reviewed the information included in your February 27, 1969 letter concerning the status of this project. Based on this information we concur that under the provisions of Paragraph 6c no hearing is required for the subject construction project.

NOTED
F.B. KLABOE

copies to Wolfe
Young
Barbee
Cox
Moehring
3-5-69

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MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 28 1969
FOR FILING

February 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Grants Pass-Evans Creek Section
Project I-5-1(71)50, Safety Improvement

Dear Sir:

We hereby request your concurrence that hearings are not required for Safety Improvement Project I-5-1(71)50, Grants Pass-Evans Creek Section, under the provisions of paragraph 6c. of PPM 20-8, dated January 14, 1969, as the project requires no additional right of way, does not have any adverse effect upon the abutting property, and does not change the function of the existing facilities.

The work under the project consists of adjustment of signing, additional signing, guard rail installation, and adjustment of slopes to bring the section up to present safety standards.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:da

cc: F. B. Klaboe
D. J. Bakke
R. W. Ellison
S. L. Gifford
R. N. Chase

UNITED STATES GOVERNMENT
Memorandum

FOR FILES
I-5-1(71)50
7268

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 25, 1969

In reply refer to: 08-35-EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

L J Mathews
FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's February 6 letter submitted 13 Items (555 through 567) for inclusion in this program for the installation of breakaway sign posts at interchange and rest areas.

We believe that this work should be accomplished in a different manner than proposed. We suggest that the projects be broken into reasonable lengths and the scope of the work increased to include all necessary safety revisions. As an example a project such as the Salem Bypass be programed to include all necessary Yellow Book safety work including all unprotected signs converted to breakaway design, median barrier conversion, guardrail blocking out and other eligible safety improvements. In this manner the work will be accomplished in a more orderly manner.

We are, therefore, deferring approval action on these 13 Items pending your consideration of our suggestion. We are retaining all copies of the PR-1's and support documentation.

2-27-69
REFERRED TO
Young

See me, please

RECEIVED
FEB 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-1(71)50

RECEIVED MAR 1969

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	2/25/69
BY (Signature)	Mr. Young's February 6, 1969 letter
TITLE	

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 568 THRU 570

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
568	I-5-4(66)206	0.00	667,000	600,000
569	I-5-1(71)50	9.09	450,000	410,000
570	I-5-4(67)235	4.94	600,000	550,000
		14.03	$1,717,000	$1,560,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Section	Work
Oak Grove Rest Area	Expansion
Grants Pass-Evans Creek	Flatten slopes, etc.
Dever Rd-N. Albany Interch.	Guardrail, sign

NOTED
F. B. KLABOE

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

2-26-69 orig. to Young

REMARKS (Division)

Items 569 and 570 are approved as safety improvement projects to reduce the potential traffic hazard.

Items 555 thru 567 submitted also with Mr. Young's February 6 letter were deferred by our February 25, 1969 memo.

On Item 568, I-5-4(66)206 Oak Grove Rest Area, we have indicated verbally to Mr. Olsen some objectional features we found during our review. We hereby authorize you to proceed with utility preparatory work with the understanding that the overall design changes may cause some changes in utility work. Any utility work planned should therefore take into consideration these design changes for full participation.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/25/69	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
24 1969

I-5-1(71)50

7268

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
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JOSEPH W. SMITH, Vice Chairman
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JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

February 13, 1969

Routing

Barbee
Hall
1 A. Olson JL
Sample
Terpin
Swenson

RECEIVED
FEB 14 1969
DESIGN
DIVISION

Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

This is in reply to your letter of February 7, 1969 which enclosed plan title sheets for the following five projects.

1. Route I-5 Breakaway Sign Project
2. Route I-80N Breakaway Sign Project
   Old Oregon Trail and Columbia River Highways - Ten Counties
3. Dever Road-North Albany Interchange Section
   Pacific Highway - Linn County
4. Oak Grove Safety Rest Area
   Pacific Highway - Linn County
5. Grants Pass-Evans Creek Section
   Pacific Highway - Josephine County

There will be no conflict with wildlife resources as a result of this construction, and the projects are approved.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

cc: F. B. Klaboe
L.H. Young
G. C. Wills
F. E. Terpin
T. C. Roake
C. T. Keasey
J. F. Putnam
A. F. Parson
A.E. Johnson
L.W. Rulien
R.D. Asburry

ROK:la

RECEIVED
FEB 18 1969
FOR FILING

I-5-1(71)50
7268

February 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for 16 interstate Projects, Items 555 thru 570, which we desire to have included in the Federal-Aid Interstate Highway Program.

Items Nos. 555 thru 561 will be one contract and Items Nos. 562 thru 567 will be another. We presently intend to receive bids on all of the projects listed at our March 20, 1969 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION *(45 typewriter spaces)* 21: I-5 Grants Pass-Evans Creek 65
ADT — PRESENT: 7,500 — FUTURE (66) (70): 14,700 — YEA (71): 8

CARD 3
CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28: Flatten Slopes, Guard Rail & Sign 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUT (74)

CARD 4
CLASS OF FEDERAL FUNDS: Interstate
NAME OF URBAN AREA 17-31
COUNTY NAME
ROUTE NO. I
FEDERAL-AI I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		I-5 Grants Pass to Evans Creek Str. (Grants Pass-Evans Creek)			
5					**ROW**					
5					**CONST** (CODE) Safety Y006			9.09	450,000	410,000

CARD 1 — CODE 1
1 — 14
PREPARED BY
PROGRAM APPROVAL DATES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
PROJECT TOTALS	9.09	450,000	410,000
		(16) (23)	(24) (33

This project qual
reduce or elimina
slopes and guard

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 7,500	FUTURE 14,700 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (6)	ITEM NO. 569 (14) (16)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- (14) (23)	NUMBER 5-1(71) (7)	SEQ. NO. (13)	I. Projects Only POST MI. 50 (24) (26)	DESIG. (27)

COUNTY NAME: Josephine

CODE: 033 (14) (16)

ROUTE NO.: I

FEDERAL-AID: I-5 (32)

STATE: (36)

U.S.: (37) I-5 (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install and reconstruct guard rail, flatten slopes, revise median, signing and illum. revision.
9.09	450,000	410,000	40,000		
9.09	450,000	410,000	40,000		
	(12) (23)	(24) (33)			

REMARKS

This project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard of steep shoulder slopes and guard rail close to the shoulders.

USCOMM [illegible]-DC [illegible]

NARRATIVE REPORT

Grants Pass - Evans Creek Section
Pacific Highway, I-5
Jackson & Josephine Counties
January 1969

This survey as requested by Mr. Wills, Locating Engineer, is for the purpose of bringing this section up to new safety standards as concerns grading and surfacing work, to determine where guard rails may be eliminated and to prepare estimate of quantities for this work.

The surfacing slopes to be 6:1 except where guard rail is to be re-installed. Our quantities cover this for the project. Quantities do not include additional quantities that may be needed where quard rail is to be set back.

Embankment quantities are to bring dirt slopes to 4:1 or flatter or to provide 30 feet recovery area from pavement edge. We included the section station Ls 177+15 to Ls 185+75 to eliminate guard rail which requires 2614 cu. yd. embankment. The guard rail might be more economical. The section Ln 325+50 to 335+20 is not included as guard rail protects sign. This might bear consideration as quantities are not excessive.

Culvert and drainage quantities are needed to complete the above surfacing and grading work.

It is our opinion additional drain pipe is not needed in the ditches. Our estimate calls for 100% rock to fill these ditches 6 to 8 inches.

Also the additional rock as shown on design plans should be ample to hold set back guard rail except for the piece station Ls 498 plus or minus to 505 plus or minus. Here the existing embankment is too narrow but additional fill would call for rip-rap in the river. We would recommend the use of longer guard rail posts to hold rail securely on this section.

On the preliminary plans for this section we have shown (in red) corrections and (in green) proposed deletions of guard rail.

A. L. Chapman
Resident Engineer

Division Office Supplemental Report

In those areas where the 6:1 slope raises the flow line of the roadside ditch above the elevation of the subgrade consideration should be given to the use of perf. pipe laid longitudinally in the existing ditch. This would help keep irrigation water from ending up in the highway base material.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
JAN 24 1968
DESIGN
DIVISION
Trout
Wills
Hackleman
Scott
R. Olson
Carstenson

RECEIVED
NOV 25 1968
FOR FILING

I-5-1(71)50

7268

November 25, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

In the near future, two safety contracts will be let for bringing the signing and guardrail on the Dover Road-North Albany and North Grants Pass-Evans Creek Sections of Interstate 5 up to present safety standards. There are several exit ramps on these two projects where safety considerations require that overhead illuminated signing be installed.

As indicated in the AASHO Yellow Book "...Ramps that 'drop out of sight' are a definite hazard and must be avoided..." Likewise, exit ramps that suddenly appear produce a definite hazard. It is felt that a higher standard of signing at existing locations of this type will better mark the exits and help to alleviate the problem.

For the above reasons, we are requesting that you approve participation in the cost of cantilever-mounted illuminated breakpoint signs for the following three exit ramps:

1. Northbound at South Jefferson Interchange.

2. Northbound at North Grants Pass Interchange.

3. Southbound at East Grants Pass Interchange.

In addition, in view of the very high percentage of traffic leaving the freeway, we are requesting that you approve participation in the cost of a cantilever-mounted illuminated breakpoint sign for northbound traffic at the East Grants Pass Interchange. The northbound ADT approaching this exit is 4,100; of this, 1,950 vehicles, or 48 percent, leave the freeway at this point.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

DPD:mk ja

19-8322 Deschutes Co. Line-Gap Ranch 1969
Rock Production Proj., Central
#7269 Oregon Hwy., W. of Burns

RECEIVED
SEP 24 1969
FOR FILES

19-8322
7269

September 24, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7269 awarded to R. L. Coats for rock production on the Deschutes County Line-Gap Ranch Section of the Central Oregon Highway in Lake and Harney Counties was completed on August 26, 1969, and accepted by the Highway Commission on September 23, 1969.

Final payment in the amount of $19,976.49 will be released to the contractor after October 1, 1969. The total contract amount is $49,013.99 and no work was performed under force account.

No claims for labor or material have been filed with me.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

J. F. Putman
Frank Morgan
V. E. Skoog
Attn: John Kerr

RECEIVED
SEP 24 1969
FOR FILING

19-8322
7269

September 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 26, 1969, on Contract No. 7269. The contract was with R. L. Coats and was for rock production on the Deschutes County Line-Gap Ranch Section of the Central Oregon Highway in Lake and Harney Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 23, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

19-8322
7269

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Deschutes County Line - Gap Ranch

WEEK ENDING: Sept. 13, 1969

SECTION PREFIX: 19-8322

HIGHWAY: Central Oregon

COUNTY: Lake & Harney

NAME OF JOB: Deschutes County Line - Gap Ranch

KIND OF WORK: Rock Production

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 7269

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 20, 1969

DATE WORK STARTED: July 21, 1969

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

PROJECT AUTHORIZATION: $ 58,967.50

SPECIFIED COMPLETION DATE: August 1, 1969

PERCENT OF TIME ELAPSED: N/A (LD 25 days)

EXCLUSIVE OF ENGINEERING: $ 53,817.50

ENGINEERING AUTHORIZATION: $ 5,150.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,013.99

ENGINEERING COST TO DATE: $ 3,200.00

This Week 208.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89

ESTIMATED PERCENT: [redacted] UNDERRUN Tot. Auth. 11 %

PERCENT OF AUTHORIZATION: 62 %

DATE PROJECT WAS COMPLETED: August 26, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			22.09		
MILES PARTIALLY COMPLETED					
MILES COMPLETED			N/A		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			11,856		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,856		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan M
Decker
Bond B
Walker W
Boehme
Johnsen EJ
Pease E
Swan
Glenn

RECEIVED
SEP 15 1969
CONSTRUCTION
DIVISION

NOTED
BEN GIFFORD
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate submitted to Division Office tuesday, Sept. 9, 1969

* * * FINAL REPORT * * *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

C

RECEIVED
JUN 10 1969

19-8322
7269

June 9, 1969

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7269 for rock production
> on the Deschutes County Line-Gap Ranch
> Section of the Central Oregon Highway
> in Lake and Harney Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

cc: General Insurance Company of America
- D. J. Barbee
- F. D. Morgan
- I. D. Merchant
- J. F. Putnam
- R. H. Clark

RECEIVED
MAY 28 1969
FOR FILING

19-8322

7269

May 26, 1969

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7269 for $51,500 awarded to you by the State Highway Commission on May 20, 1969. This contract is for rock production on the Deschutes County Line-Gap Ranch Section of the Central Oregon Highway in Lake and Harney Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 1, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Head, Assistant Secretary

wr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
J. F. Putnam
R. H. Clark

I-5-3(85) Creswell Interch. & Hawley Rd. 1969
171 Secs., Pacific Hwy., S. of Eugene.
#7270 (Grad., pav., struc. reconst.) [redacted]

R/W 15373

RECEIVED
AUG 25 1972
FOR FILING

Creswell, Vacinity
A&R
5

MAYNARD WILSON
ATTORNEY AT LAW
11 South Sixth Street
COTTAGE GROVE, OREGON 97424

Area Code 503
942-2123

MICHAEL J. SILVIS
Associate

11-10

RECEIVED
AUG 23 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO
RIW
BY SECRETARY

August 15, 1972

RECEIVED
COUNTY & CITY SECTION
AUG 17 1972
☐ ENGR. ☑ COOR. ☐ LE ☐ A.E. ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CEIVED
[illegible]
GHT OF WAY

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Creswell - Dale-Kuni Road property

Dear Sirs:

Your letter of July 31st was discussed at length by the City Council on Monday, August 14th, and I have been directed to answer, setting forth their conclusion.

At this time, the City feels the possibility of getting the property is quite remote. The negotiations for purchase began five years ago and the City put aside money for purchase of the property. At that time, it was anticipated that the sale could be completed within a year or so. At this time, there is apparently no definite project which will use the borrow material.

A further problem is the condition in which the land will be left prior to release by the State. When the City negotiated with the County, no mention was made of removing borrow material. It could well be that the pond left when the State releases the property will create a liability rather than an asset.

The final conclusion by the City is that, at this time, it is not interested in an agreement to purchase the property under present conditions. However, the City remains interested in purchasing land for park purposes and when the State wishes to release the land, we trust that Creswell will be given an opportunity to negotiate for the purchase of this tract.

We thank you for the opportunity to purchase the property and trust that we may be considered when the property is finally released for sale.

CC: R.L. Schroeder
Ct. Kessey
J.H. Verstoeg
ATTN: Sheldrake
Bill Anhorn
L.W. Riley

RECEIVED
COUNTY & CITY SECTION
AUG 17 1972
☐ ENGR. ☑ COOR. ☐ LE ☐ A.E. ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Very truly yours,

Maynard Wilson

MAYNARD WILSON
City Attorney

NOTED
R. L. SCHROEDER

RECEIVED
AUG 16 1972
OREGON
STATE HIGHWAY COMMISSION

MW:mls
cc: Harold Peterson
City Recorder

5

RECEIVED
[illegible] 1972
FOR FILING

1770

RECEIVED
JUL 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO THE FILE
July 26, 1972

RE: Land Sale and Road Maintenance Agreement
City of Creswell

On July 25, Mr. Sheldrake, Mr. Anhorn and the writer met with City Recorder Harold Peterson at City Hall, Creswell, to discuss the purchase by the City of Creswell a parcel of State-owned property east of the City Airport along Dale-Kuni County Road.

In August, 1967, the City signed an agreement for the purchase of the above property. This piece of property was to be sold to Lane County in a three-way arrangement with the City of Creswell and the State Highway Division. Upon the sale of this property to Lane County, the City of Creswell is to take over the maintenance of the two sections of frontage road on either side of Kuni Road which parallel the freeway. (Creswell will purchase property from Lane County.) This piece of property was previously approved for sale as surplus property.

At the time this property was declared surplus, Interstate 5 had been completed between Goshen and Cottage Grove and there were no further improvements anticipated to this new section of highway. Since this section of highway was completed, the Highway Division had undertaken a safety program and this section of the freeway between Goshen and Cottage Grove will be brought to the latest safety standards. This will involve flattening of the slopes to 6:1 which will require a large quantity of embankment.

Based on this anticipated need for material, it was recommended that we retain this property as a potential borrow area for this project. The agreement therefore was not consummated by the Highway Commission.

Lane County had deposited with our Accounting Section $7,500 for purchase of the property for the City which was later returned to the County for consideration of a sale at a later date. This transaction was accomplished through Mr. Dale Hill, then District Property Agent.

Apparently the City was unaware of the change in events until recently according to City Recorder Peterson, although they have been accumulating funds for its purchase.

At our meeting yesterday, Mr. Peterson stated that the City would be willing to go along with any plans the State might now have. He asked for a letter stating the present status of the matter for discussion with the City Council at their meeting on August 7.

NOTED
R. L. SCHROEDER

RE: Land Sale and Road Maintenance Agreement
City of Creswell

A draft letter is being prepared to the City for their Council discussion and will follow shortly.

The City has been maintaining the frontage roads shown in blue and using the 60' roadway shown in red on the attached Exhibit A, both of which were provided for in the unexecuted agreement.

P. B. Arensmeier
Abandonment Engineer
County and City Section

PBA:lat

Att.

cc: R. L. Schroeder ✓
C. T. Keasey
J. H. Versteeg, Attn: John Sheldrake
W. H. Haskin

[illegible]
SEP 1[illegible] 1970

I-5-3(85)171
7270

September 16, 1970

The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Street
Portland, Oregon   97205

Gentlemen:

Contract No. 7270 awarded to M. R. Holst Construction for grading, paving, and structure reconstruction on the Creswell Interchange and Hawley Road Section of the Pacific Highway in Lane County was completed on May 8, 1970, and accepted by the Highway Commission on September 15, 1970.

Final payment in the amount of $20,453.90 will be released to the contractor after September 23, 1970. The total contract amount is $321,154.84 including $3,120.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc M. R. Holst Construction
    P. O. Box 692
    Oakridge, Oregon   97463

bc Frank Morgan
    Ivan Merchant
    V. E. Skoog
      Attn: John Herr
    C. T. Keasey

RECEIVED
SEP 16 1970
[illegible]

I-5-3(85)191

7270

September 15, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed May 8, 1970, on Contract No. 7270. The contract was with M. R. Holst Construction Company and was for grading, paving and structure reconstruction on the Creswell Interchange and Hawley Road Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 15, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
V. E. Skogg
I. D. Merchant
F. D. Morgan
L. H. Young
C. T. Kessey

ms sr

RECEIVED
SEP 29 1970
FOR FILING

I-5-3(85)171
7270

#4

August 25, 1970

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

26

Gentlemen:

The State Highway Commission at its meeting on August 18 granted your request for an additional 57 calendar days, without assessment of liquidated damages, to complete Unit A of Contract No. 7270 for work on Creswell Interchange and Hawley Road in Lane County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Keasey
Ellis Jones
Bureau of Public Roads

RECEIVED
JUL 1 1970
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7270 Contractor M. R. Holst Const. Co

Highway Pacific

Section Creswell Interchange and Hawley Road

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 57 days for Unit A without assessment of liquidated damages because of delay in award of contract and extra work added.

Recommended for Approval:

Asst Division Engineer

Ivan D. Merchant
Bridge Engineer

Assistant State Highway Engineer

Contract No. 7270
Project designation I-5-3(85)171 State-Federal
Date awarded June 10, 1969
Work started June 5, 1969
Per cent completed 100 Date
No. of Workdays Allowed A 135 B 200
No. of Workdays Used A 192 B 192
No. of Added Workdays Requested A 57

State Printing [illegible]

E—320 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 25, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 135 days to 192 days, within which to complete our Contract No. 7270, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to the attached letter.

Respectfully submitted,
M. K. Holst, Construction.
Contractor

By M. K. Holst

CONSENT OF SURETY

Date May 25, 1970

We, Aetna Casualty & Surety Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward, J. W. Ward
Attorney-in-fact

(SEAL)

J. W. Ward J. W. Ward
Resident Agent

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 21, 1970

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

G. K. Hosmer
FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FAP I-5-3(85)171
Creswell Interchange and Hawley Road

Johnson

Your July 8 letter concerning the charge of time on the subject project has been considered by this office.

The contractor overran Unit "A" by 57 days. Your evaluation shows the notification of award was 7 days beyond the time established by the contract. Price Agreement No. 2 delayed the work another 44 days and work on Price Agreement No. 7 was completed on May 8, giving a total of 57 days additional time for contract time.

This office concurs with your recommendation of extending the contract time for a total of 57 days.

NOTED
TOM EDWARDS

RECEIVED
JUL 23 [illegible]
BRIDGE DIVISION

RECEIVED
[illegible]
[illegible] OF
STATE [illegible] ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1970
FOR FILING

I-5-3(85)171
7990

Mr. Porter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 6, 1970

43380-Hawley
Hawley Bridge Section
Pacific Highway
Lane County
Fed. Proj. No: I-5-3(70)184

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Mr. Simpson:

On June 29, 1970, Mr. Lindas and I discussed with you in your office the matter of restoring the cattle trail function of the County Road Overcrossing as it relates to the Hawley property.

Mr. Lindas stated that the State has a legal obligation to do one of two things: either pay Mrs. Hawley a damage figure which was not covered in the original lawsuit, or restore the ability for Mrs. Hawley to get cattle from one point of her ranch to the other.

We have now had an appraisal made of the damage which would be due Mrs. Hawley if we do not provide a method for her to get cattle across the freeway. The amount of damage has been estimated to be $22,450. We have also had an engineering estimate made of constructing a double guardrail, as suggested by you, along with fence to run from the end of the guardrail to the County Road Right of Way line. The estimated cost of this construction is $12,150. An additional element of damage involved which we are obligated to pay Mrs. Hawley is the cost of trucking her cattle back and forth during the time of construction of the project when the fence along the County Road was removed. It is estimated that this cost will be in the vicinity of $1,100. This figure, along with the cost of constructing the guardrail, will total in the vicinity of $13,250 which is considerably cheaper than the appraised amount of damage of $22,450.

Your approval is requested in the construction of the double guardrail and the payment of the damage claim which Mrs. Hawley will have coming based upon the cost of hauling her cattle during the time of construction. These items will be a part of a right of way settlement with Mrs. Hawley, and your prior approval is requested at an early date so that we might close the matter.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. MOEHRING
Right of Way Engineer

DHM:GZ

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
L. I. Lindas
M. R. Mitchell

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AUG 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 6 - 1970
FOR FILING

I-5-3(85)171
7270

August 3, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 4
August 18, 1970 meeting

Gentlemen:

M. E. Holst Construction Company, contractor for remodeling the Creswell Interchange and Hawley Road structures on the Pacific Highway in Lane County, Contract No. 7270, requests 57 calendar days additional to complete Unit A of the contract without assessment of liquidated damages. The contractor claims delay in the award of the contract and the imposition of extra work justifies the request.

The contract was awarded on June 10, 1969, with 135 calendar days specified for Unit A and 200 calendar days for Unit B. Unit A overran 57 days, but Unit B was completed within the allotted time.

It is our opinion that this is a warranted request in that the extra work which consisted of a retaining wall, guardrail, and some median barrier required an additional 50 days and the contractor was delayed seven days at the start of the work because of right-of-way complications. This is a Federal-aid project and the Bureau of Public Roads has concurred.

This matter will be on the agenda for your consideration at the August 18 meeting and I recommend that it have your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Sheg
C. T. Keasey

I-5-3(85)171
7270

Report No. 57

FORM E-1 (REV 10-60)
OREGON STATE HIGHWAY DEPART. NT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Creswell Interchange and Hawley Road
WEEK ENDING: 7-10-70
SECTION PREFIX: 620-1040
HIGHWAY: Pacific
COUNTY: Lane
NAME OF JOB: Creswell Interchange and Hawley Road
KIND OF WORK: Grading, Paving and Structure Reconstruction
CONTRACTOR: H. R. Holst
CONTRACT NUMBER: 7270
FEDERAL AID PROJECT NUMBER: I-5-3(85)171
DATE OF CONTRACT: June 10, 1969
DATE WORK STARTED: June 5, 1969
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN: 0 SUPERVISION: 0

	"A"	"B"
SPECIFIED CALENDAR DAYS	135	200
WORK DAYS USED	- - - - -	- - - - -
CALENDAR DAYS USED	192	192
PERCENT OF TIME ELAPSED	142.2%	96.0%

PROJECT AUTHORIZATION: $ 369,543.47
EXCLUSIVE OF ENGINEERING: $ 328,875.11
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 328,875.11
ESTIMATED PERCENT: OVERRUN UNDERRUN -0- %

SPECIFIED COMPLETION DATE
Orig. Auth. 25,650.17
Overrun Auth. 15,038.19
ENGINEERING AUTHORIZATION $ 40,668.36
This Week 242.00
ENGINEERING COST TO DATE $ 50,543.00
PERCENT OF AUTHORIZATION 124.3 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
DATE PROJECT WAS COMPLETED: May 8, 1970

Semi-Final Estime will be submitted 7-15-70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.50	0.50			0.50
MILES PARTIALLY COMPLETED	0.50	0.50			0.50
MILES COMPLETED	0.50	0.50			0.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)	34,700 CY	8,690 Tons			2,210 Tons
TOTAL QUANTITIES CORRECTED TO DATE	30,630.8	7,516 Tons			2,347 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	30,630.8	7,516 Tons			2,347 Tons
AVERAGE DAILY QUANTITIES	Complete	Complete			Complete
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7739A	7862A	Ret'g Wall					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
M
Glenn
Litchfield
Gallagher
Boehme
Stein
Johnson

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JUL 13 1970
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 7-6	Working on semi-final.
TUESDAY 7-7	Working on semi-final.
WEDNESDAY 7-8	Working on semi-final.
THURSDAY 7-9	
FRIDAY 7-10	
SATURDAY	

REMARKS

Working on semi-final.

SIGNED Ellis H Jones
Ellis H. Jones

LOCATION 2191 E. 15th Ave.
Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT [illegible] COPIES.

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JUL 9 - 1970
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I-5-3(85)171
7270

July 8, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Creswell Interchange and
Hawley Road - Contract 7270
FAP I-5-3(85)171

Contract specifications provide that Unit "A", the Creswell Interchange, be completed in 135 calendar workdays, and Unit "B" in 200 calendar workdays.

Both Units "A" and "B" were completed May 8, 1970, with 192 days charged on Unit "A" and 192 days charged on Unit "B". There is an excess of 57 days on Unit "A".

The job was bid May 15, 1969, and the contractor was notified of the award June 11, 1969. This is a total of 27 days for notification of award and seven days in excess of the time allowed by the specifications for such action. The contractor is entitled to a seven-day extension because of the late notification.

Price Agreement No. 2 approved by you June 10, 1969, added a retaining wall at Station "C" 10+70 to Station "C" 13+70. Construction of the wall started July 10, 1969, and was completed to a stage that permitted completion of the roadway embankment in the wall area on September 18, 1969, a total elapsed time of 70 days. The contractor worked on other areas of the project during this period and it is our estimate that his overall operations were delayed a total of 44 days by the additional work. This consists essentially of 30 days to construct the wall and 14 days of concrete cure time.

Considering the seven-day contract award delay and the 44-day delay due to work under Price Agreement No. 2, a

Mr. R. E. Simpson
July 8, 1970
-2-

total of 31 days, the adjusted completion time for Unit "A" would be 186 days on May 2, 1970. The unit was essentially complete on that date. The only work remaining was that added by Price Agreement No. 7 (guardrail, median rail, etc.) which was issued December 3, 1969, well after the allotted time for Unit "A" had expired.

The project was under a stop work order during the period March 12 to April 20, 1970, because weather conditions were such that satisfactory work could not be accomplished. Calendar days were not charged during this period.

It is apparent that extra work added to the contract and other conditions beyond the contractor's control delayed the completion of the project a total of 37 days. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 37-day extension without assessment of liquidated damages. This waives all liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
[illegible]
V. E. Skoog
G. T. Kenney

CAG:ag ms

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JUN 22 1970
FOR FILING

I-5-3(85)171

7270

c

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 19, 1970

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

F.B. KLABOE

orig to Mehring
cc Construction 6-22-70

SUBJECT: Oregon Project I-5-3(85)171, Hawley Road Section
Right of Way File 43380, Hawley

Your May 19 letter concerning the settlement in right of way on the subject project has been considered, as you know, at a number of meetings with your right of way and construction personnel.

The final judgment on the condemnation of the Alsea Hawley property in Lane County (No. 45494) under Section VI provides for the construction of a passageway under the structure at Martin Creek. This passageway has been completed and shows little use.

While Mrs. Hawley may feel justified in requesting replacement of a fence, this office is not in agreement with the policy of providing special treatment contrary to the public interests in the matter of safety. Oregon laws provide for the attendance of livestock when driven on a public highway.

We have no objections to special treatment which would provide a short tie using a section of fence from the guardrail to the right of way fence. Since the project is completed, this would be at State expense.

If this is not considered satisfactory to Mrs. Hawley it is suggested that condemnation proceed.

Simpson:nig

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JUN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

THE PAYROLL SAVINGS PL

RECEIVED
MAY 20 1970
FOR FILE

Mr. Klaboe

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(85)171

7270

May 19, 1970

R/W I-5-3(70)184
Const. I-5-3(85)171
43380-Hawley
Hawley Road Section
Pacific Highway
Lane County

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

Dear Mr. Simpson:

The accompanying data is submitted to justify our request that the Bureau of Public Roads participate and authorize the construction of a fence behind the guardrails on the Hawley Road Overpass to act as a shute for cattle.

The first item is marked A and is the Final Judgement under file 21491 where the right of way for the present Pacific Highway was purchased from Miss Hawley. You will notice from page ten on the judgement we are required to construct the necessary wing fences to form the approaches to the passageway under the structure over Martin Creek. This passageway was evidently not satisfactory for the Order for State Force Work shown as B is to construct the fences along the rock shoulders of Martin Road on fill section from guardrail on each side of structure to bottom of grade and wing into R/W fences. You will notice that Martin and Hawley Road are identical.

NOTED
E. B. KLABOE

Item C is a copy of page seven of our current appraisal. The second paragraph shows that the appraisal made the assumption that the fence will be replaced along the roadway over the bridge.

Item D is the transcript of the interviews that were held for this project showing that Miss Hawley placed a great importance on the replacement, and it is apparently her understanding that the fences would be rebuilt.

Item E is a great deal of the data from the old file concluded in December of 1955.

Item F is the pertinent data from the new file. A study of this data will give a great deal of background to our request. Please note that Mr. Hill assured Miss Hawley that the fence would be rebuilt on 4-21-69.

We believe that the construction of this fence as requested by Miss Hawley is justified as this design insures that the cattle will spend the least possible time in traversing this road in order to reach the fields on the north side of the old highway.

We can foresee a great deal of time spent in driving the cattle if they are allowed to step over the guardrail and occupy the shoulders of the approaches as it will be necessary to cut the wing fences at the bottom of the embankment slopes to remove the cattle from the slopes.

We have been informed that Miss Hawley will accept a mesh fence in lieu of the barbed wire fence presently proposed. We would appreciate an early reply to this proposal.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

Attachments

cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
M. R. Mitchell

RECEIVED
MAY 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 25 1970
FOR FILING

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OREGON STATE
HIGHWAY DIVISION

I-5-3(85)171

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7270

May 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7270
Prefix 620-1040
FAP I-5-3(85)171

Dear Sir:

All work under Contract No. 7270, Creswell Interchange and Hawley Road Section of the Pacific Highway in Lane County, was completed on May 8, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date May 20, 1970

Conditions noted on above date:
Project satisfactorily completed
and accepted.

G. K. Hossner
for R. E. Simpson
Division Engineer

RECEIVED
MAY 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc: Forrest Cooper
F. D. Morgan

RECEIVED
MAY 6 - 1970

FOR [illegible]

I-5-3(85)171
7270

May 5, 1970

Mrs. Alsea Hawley
c/o Eugene Hotel
Eugene, Oregon

Dear Mrs. Hawley:

After your last visit, I have looked into the problem of the land purchased from you for the Wye track off the Southern Pacific at Divide.

The best I can determine is that a high level policy decision has been made not to sell the land.

I am sorry there is nothing I can do about it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe

STATE COPY

Monthly transaction number 4-73	F PR-2A (R 10-68)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	State Oregon
Modification number 1	4-21-70	County Lane
		Project number I-5-3(85)171

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 19, 19 69, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 310,422	$ 364,098
Federal funds	$ 285,600.00	$ 335,800.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. L. Greene
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-5-3(85)171 Safety

CRESWELL INTERCHANGE & HAWLEY ROAD SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

Salem, Oregon, April 10, 1970

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 294+94.30) (Sta. 1012+22.81) (Contract No. 7270)

Temporary Protection and Direction of Traffic	All	Required		$ 20,705.00
Clearing and Grubbing	All	Required		9,500.00
Ditch Excavation, Unclassified	6	cu.yd.	4.00	24.00
Embankment in Place	34,700	cu.yd.	1.20	41,640.00
Finishing Roadbed and Slopes	All	Required		6,800.00
Trench Excavation	210	cu.yd.	4.00	840.00
Watering	470	M-gal.	4.00	1,880.00
3/4"-0 Material in Base	1,290	ton	4.40	5,676.00
Stone Base	7,400	ton	4.00	29,600.00
Plant Mixed Bituminous Base	370	ton	8.71	3,222.70
3/4"-0 Aggregate in Prime Coat	70	cu.yd.	9.90	693.00
RC-250 Asphalt in Prime Coat	12	ton	62.50	750.00
Class "B" Asphalt Concrete	1,840	ton	11.68	21,491.20
12-inch Culvert Pipe	44	lin.ft.	4.00	176.00
18-inch Culvert Pipe	170	lin.ft.	7.00	1,190.00
24-inch Culvert Pipe	40	lin.ft.	8.50	340.00
Guide Posts, W-1	30	only	10.00	300.00
Guard Rail, Type 2	660	lin.ft.	2.75	1,815.00
Guard Rail, Type 2A	2,530	lin.ft.	4.00	10,120.00
Guard Rail Terminal Anchors	4	only	200.00	800.00
Extra for Guard Rail Bridge Connection	8	only	190.00	1,520.00
Type 2 Fence	150	rod	21.00	3,150.00
Type 3 Fence	5	rod	50.00	250.00
Retaining Wall				
P.A. 2 Class "A" Concrete	168.74	cu.yd.	75.00	12,655.50
P.A. 2 Reinforcement	19,398	lb.	0.16	3,103.68
P.A. 2 6-inch Metal Drain Pipe	300	lin.ft.	2.25	675.00
P.A. 2 Special Backfill	27.4	cu.yd.	8.00	219.20
Roadside Improvement				
P.A. 4 Pfitzer Juniper	1,500	only	4.75	7,125.00
P.A. 4 State Hybrid Bearberry	1,000	only	0.49	490.00
P.A. 4 Topsoil	135.2	cu.yd.	8.00	1,081.60
P.A. 4 Bark Mulch (Hemlock)	52	unit	28.00	1,456.00
P.A. 4 Roadside Seeding & Mulching	3	acre	350.00	1,050.00

P.A. 7 Construct Guard Rail, Type 2A	550 lin.ft.	4.00	2,200.00
P.A. 7 Construct Median Barrier	600 lin.ft.	5.50	3,300.00
P.A. 7 Construct Concrete Protective Barrier	48 cu.yd.	75.00	3,600.00
P.A. 7 Construct Concrete Barrier Connection	6 only	192.50	1,155.00
P.A. 7 Construct Anchor	10 only	175.00	1,750.00
P.A. 7 Construct Median Berm	4 only	50.00	200.00
P.A. 7 Construct Random Fill	1 only	50.00	50.00
P.A. 7 Embankment in Place	1,080 cu.yd.	1.50	1,620.00
P.A. 7 Stone Leveling Course	930 ton	3.90	3,627.00
P.A. 7 Construct Type "B" Inlet	1 only	190.00	190.00
P.A. 7 Construct Type "G-2MA" Inlet	2 only	240.00	480.00
P.A. 7 Install 12-inch Culvert Pipe	310 lin.ft.	4.00	1,240.00
P.A. 7 Trench Excavation	71.61 cu.yd.	4.00	286.44
P.A. 7 Credit for Guard Rail Posts	88 only	6.36	(559.68)
P.A. 7 Credit for Guard Rail Blocks	85 only	1.22	(103.70)
P.A. 7 Credit for Guard Rail Elements	675 lin.ft.	1.00	(675.00)
			$ 208,698.94
Flagging (60% of Contractor's Cost)	All Required		$ 2,500.00
Railroad Protective Costs	All Required		500.00
Other Railroad Costs	All Required		1,740.00
Creswell Telephone Company	Lump Sum		101.42
City of Creswell (8" Water Main)	Lump Sum		900.20
S.F.O. 5 Remove & Replace Type "A" Signs	Lump Sum		400.00
			$ 6,141.62
	Subtotal		$ 214,840.56
	10% Engr. & Cont.		21,483.44
	Total		$ 236,324.00

Type Code X721
Creswell Undercrossing Br. No. 7739A (Sta. 294+94.30)(Structure Length 234.0 ft.
(Contract No. 7270)

Remodel Existing Structures	All Required (50%)		$ 36,110.00
Structural Excavation	86 cu.yd.	2.50	215.00
Furnish 10 BP 42 Steel Piling	400 lin.ft.	4.90	1,960.00
Drive Steel Piles	8 only	130.00	1,040.00
Splice Steel Piles	2 only	5.00	10.00
Class "A" Concrete (128 cu.yd.)	All Required (50%)		13,500.00

Reinforcement (26,200 lb.)	All Required (50%)		3,900.00
P.A. 5 Preparation of Slopes	70 sq.yd.	3.00	210.00
P.A. 5 Slope Paving	70 sq.yd.	8.00	560.00
			$ 57,505.00

Type Code X721

Hawley Road Undercrossing Br. No. 7862A (Sta. 1012+22.81) (Structure Length 213.25')
(Contract No. 7270)

Remodel Existing Structures	All Required (50%)		$ 36,110.00
Structural Excavation	104 cu.yd.	2.50	260.00
Furnish 10 BP 42 Steel Piling	560 lin.ft.	4.90	2,744.00
Drive Steel Piles	8 only	130.00	1,040.00
Splice Steel Piles	2 only	5.00	10.00
Class "A" Concrete (129 cu.yd.)	All Required (50%)		13,500.00
Reinforcement (26,400 lb.)	All Required (50%)		3,900.00
8-inch Metal Drain Pipe	40 lin.ft.	8.00	320.00
P.A. 5 Preparation of Slopes	70 sq.yd.	3.00	210.00
P.A. 5 Slope Paving	70 sq.yd.	8.00	560.00
			$ 58,654.00
	Subtotal		$ 116,159.00
	10% Engr. & Cont.		11,615.00
	Total		$ 127,774.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 236,324.00	$ 218,000.00	$ 18,324.00
2 Structures	127,774.00	117,800.00	9,974.00
Total	$ 364,098.00	$ 335,800.00	$ 28,298.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%
Prefix No. 620-1040

Creswell Interchange & Hawley Road Section

Project No. I-5-3(85)171

Railroad Protective Costs (S.P. Co.)

Estimate: One Engr.-Inspector for one week (Hq. in Portland)

Salary = $740/Mo. x 1/4 Mo. = $185.00
Overtime = 9 hrs. x 1.5 x (740/21 x 8) = 59.46
$244.46

Payroll Additives 36% = 88.01

Total Salary $332.47

Expenses = $15/Day x 5 Days = $ 75.00

Equipment Rental (Portland-Cottage Grove = 127 miles)

127 mi. x 2 way x 1 wk. = 254 miles
12 mi. x 5 days = 60 miles
314 miles

314 x 0.095/mi. = $ 29.83

Total Railroad Protective Cost = $437.30
State will pay up to 500.00

Other Railroad Costs (S.P. Co.)

Crossing Work	$ 130
Track Work	992
Equipmeht Rental	120
Freight	40
Material Handling Charge	17
Vacation Allowance	47
Holiday Pay	21
Health and Welfare	39
R.R. Retire. & Unemployment Tax	105
Insurance	34
Accounting and Billing	68
Contingencies	162
Less Salvage	(35)
Total	$1,740

Creswell Telephone Company

Engineering		$ 13.60
Labor		44.40
Material		19.75
Equipment		4.91
Overhead		18.76
	Total	$ 101.42
	Lump Sum	$ 101.42

City of Creswell Water Main

Preliminary Costs		$ 150.00
Construction Cost		858.00
Material		2,049.92
Equipment		482.00
	Total Cost	$3,539.92
	City's Share (74.57%)	$2,639.72
	State's Share (25.43%)	$ 900.20

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Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-106	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-17-69	COUNTY Lane
		PROJECT NO. I-5-3(85)171

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Creswell Interchange and Hawley Road Section of Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	0.00

OTHER *(Specify)*

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 310,422.00	$ 285,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By GL Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 1 9 1969

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(86)171 Safety

CRESWELL INTERCHANGE AND [illegible] ROAD SECTION

OF PACIFIC HIGHWAY IN LANE COUNTY

Project agreement estimate.

Salem, Oregon , June 12, 1969

Type Code 6201
Roadway (Sta. 294+94.30) (Sta. 1012+22.81) (Contract No. 7270)

Temporary Protection and Direction of Traffic	All	Required	$	$ 20,705.00
Clearing and Grubbing	All	Required		9,500.00
Ditch Excavation, Unclassified	6	cu.yd.	4.00	24.00
Embankment in Place	34,700	cu.yd.	1.20	41,640.00
Finishing Roadbed and Slopes	All	Required		6,800.00
Trench Excavation	210	cu.yd.	4.00	840.00
Watering	470	M-gal	4.00	1,880.00
3/4" - 0 Material in Base	1,290	ton	4.40	5,676.00
Stone Base	7,400	ton	4.00	29,600.00
Plant Mixed Bituminous Base	370	ton	8.71	3,222.70
3/4" - 0" Aggregate in Prime Coat	70	cu.yd.	9.90	693.00
RC-250 Asphalt in Prime Coat	12	ton	62.50	750.00
Class "B" Asphalt Concrete	1,840	ton	11.68	21,491.20
12-inch Culvert Pipe	44	lin.ft.	4.00	176.00
18-inch Culvert Pipe	170	lin.ft.	7.00	1,190.00
24-inch Culvert Pipe	40	lin.ft.	8.50	340.00
Guide Posts, W-1	30	one	10.00	300.00
Guard Rail, Type 2	660	lin.ft.	2.75	1,815.00
Guard Rail, Type 2A	2,530	lin.ft.	4.00	10,120.00
Guard Rail Terminal Anchors	4	one	200.00	800.00
Extra for Guard Rail Bridge Connection	8	one	190.00	1,520.00
Type 2 Fence	150	rod	21.00	3,150.00
Type 3 Fence	5	rod	50.00	250.00
				$162,482.90
Flagging (60% of Contractor's Cost)	All	Required		$ 2,900.00
Railroad Protective Costs	All	Required		500.00
Other Railroad Costs	All	Required		2,000.00
Creswell Telephone Company	All	Required		101.42
				$ 5,101.42
Subtotal				$167,584.32
10% Engr. & Cont.				16,757.68
Total				$184,342.00

Type Code [illegible]
[illegible] Undercrossing Br. No. 7739A (Sta. 234+24.30) Structure Length 234.0 ft.
(Contract No. 7276)

Remodel Existing Structures	All Required(90%)		$ 36,110.00
Structural Excavation	86 cu.yd.	$ 2.50	215.00
Furnish 10 HP 42 Steel Piling	400 lin.ft.	4.90	1,960.00
Drive Steel Piles	8 ea.	130.00	1,040.00
Splice Steel Piles	2 ea.	5.00	10.00
Class "A" Concrete (120 cu.yd.)	All Required(90%)		13,500.00
Reinforcement (26,200 lb.)	All Required(90%)		3,900.00
			$ 56,735.00

Type Code [illegible]
[illegible] Road Undercrossing Br. No. 7062A (Sta. 1012+22.61) Structure Length 213.25 ft.
(Contract No. 7270)

Remodel Existing Structures	All Required(90%)		$ 36,110.00
Structural Excavation	104 cu.yd.	$ 2.50	260.00
Furnish 10 HP 42 Steel Piling	560 lin.ft.	4.90	2,744.00
Drive Steel Piles	8 ea.	130.00	1,040.00
Splice Steel Piles	2 ea.	5.00	10.00
Class 'A' Concrete (129 cu.yd.)	All Required(90%)		13,500.00
Reinforcement (26,400 lb.)	All Required(90%)		3,900.00
8-inch Metal Drain Pipe	40 lin.ft.	8.00	320.00
			$ 57,884.00

Subtotal	$114,619.00
10% Engr. & Cont.	11,461.00
Total	$126,080.00

Retained in Program Status

Signing	All Required	$ 400.00
Reconstruct Slope Paving	All Required	1,500.00
Construct Retaining Wall	All Required	20,200.00
Subtotal		$ 22,100.00
10% Engr. & Cont.		2,210.00
Total		$ 24,310.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$184,342.00	$169,600.00	$ 14,742.00
2-Structures	126,080.00	116,000.00	10,080.00
Subtotal	$310,422.00	$285,600.00	$ 24,822.00
Retained in Program Status	24,310.00	22,300.00	2,010.00
Total	$334,732.00	$307,900.00	$ 26,832.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31 Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Group 1-100%

Prefix No. 620-1010

CRESWELL INTERCHANGE AND [illegible] ROAD SECTION

PROJECT NO. I-5-3(85) 171

Railroad Protective Costs (S.P. Co.)

Estimate: One Engr.-Inspector for one week (Hq. in Portland)

Salary - $740/mo. x 1/4 mo. -	$185.00
Overtime - 9 hrs. x 1.5 x (740/21x8) -	59.46
	$244.46
Payroll Additives 36% -	88.01
Total Salary	$332.47
Expenses - $15/Day x 5 Days -	$ 75.00

Equipment Rental (Portland-Cottage Grove - 127 miles)

127 mi. x 2 way x 1 wk. -	254 miles	
12 mi. x 5 days -	60 miles	
Total	314 miles	
314 x 0.095/mi. -		$ 29.83
Total Railroad Protective Cost -		$437.30

State will pay up to - $500.00

Other Railroad Costs (S.P. Co.)

Renew Ties, Ballast and Rail	$2,000.00

Creswell Telephone Company

Engineering	$ 13.60
Labor	44.40
Material	19.75
Equipment	4.91
Overhead	18.76
Total	$101.42
Lump Sum	$101.42

RECEIVED
MAR 2 - 1970

FOR FILING

I-5-3(85)171
7270

C

Salem, Oregon
February 26, 1970

Mr. C. T. Keasey
Division Engineer
State Highway Division
Roseburg, Oregon

I have your report, together with one from Jim Chaney, concerning the engineering charges on the Oak Grove Safety Rest Area. — 7272

There is considerable meat in Chaney's report; however, there appears also to be some indication that the manpower could have been held down. I note by the weekly report that the project is 86 percent complete and that the engineering is 30 percent overrun at this time. I would ask that you exert all possible effort to hold the overrun to a minimum.

I also have before me a weekly report on the Creswell and Hawley Road Interchanges which indicates the project is 91 percent complete and the engineering overrun is 73.5 percent. I would ask that you also investigate this job and give me a complete report on the necessity of the excess engineering charges.

I ask further that hereafter you give these projects the necessary attention to the end that the engineering and inspection charges are reasonable.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
V. L. Skoog (enc.)

RECEIVED
MAR 2 - 1970
FOR FILING

I-5-3(85)171
7270

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Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
V. L. Skoog (enc.)

RECEIVED
JAN 13 1970
FOR FILING

I-5-3(85)1 71
7270

January 12, 1970

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Creswell Interchange and Hurley Road Section of the Pacific Highway in Lane County is apparent. This is Contract No. 7270. Mr R. Holst Construction Company is the contractor.

The original authorization was for $323,477.13 and it now appears that the final cost will be $369,543.47. This is an overrun of 15 percent.

After the award of the contract, right-of-way negotiations for property necessary to relocate a drain ditch and a water main previously not known to exist broke down. Appraisals of the land value indicated a possible need for an entire taking of a service station property abutting the area at a total cost of $102,700. Accordingly, the project was redesigned to include a retaining wall at $16,700 as the most equitable solution.

Also, during the progress of the work two previously anticipated projects over a larger area were deferred; namely, a landscaping project and a safety project which included some guardrail installation. Due to the deferment of these projects and after consultation with the Bureau, decision was made to proceed with the final landscaping and the safety work in the area, including the guardrail, at costs of $11,000 and $18,000 respectively.

This is a Federal Interstate project and we have the approval of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the February 3 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards/with forms
Victor D. Wolfe
Ivan Merchant
V. E. Skoog
L. K. YOung
F. D. Morgan
C. T. Keasey

CAG:dh/TE:ja sr

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 5, 1970

SUBJECT: Project Overrun
Creswell Interchange and
Hawley Road
Pacific Highway
Contract No. 7270
Lane County

To: Mr. Tom Edwards
Asst. State Highway Engineer
SALEM

In your telephone call on January 2 to Mr. Carroll Keasey, Division Engineer, you requested additional information regarding the overrun of the subject project.

The principal causes of this overrun of the project authorization were the addition of a concrete retaining wall, roadside improvement, guard rail and engineering. Following is an explanation of why each of these items was added to the contract:

1. Concrete Retaining Wall

Just after this project was let for contract, it was determined that one large advertising sign on the Coop property would have to be removed. The land value and damages resulting from moving the sign were estimated to be $102,700. There was a considerable saving through the construction of a retaining wall which cost $16,653.

2. Roadside Improvement

The Roadside Improvement was not included in this project because it was proposed to have a larger project covering the interstate between Goshen and Cottage Grove. During the course of the present project, it was determined that the larger landscape project was further off and it was not practical to wait for this project. It was then that the Landscape Division requested that we perform the work on a Price Agreement under the present contract.

NOTED
TOM EDWARDS

3. Guard Rail

At the time this project was located in the field, guard rail and median rail was included for installation on I-5 to protect the bridge columns. During the design work in Salem, it was proposed to have a safety project on Interstate 5 from Goshen to Sutherlin. The guard rail on the present contract was, therefore, eliminated. During the course of the project, the Bureau of Public Roads questioned why we were not doing anything about guard rail around the bridge columns. It was at this time we discovered that the safety project on Interstate 5 was being delayed. A plan for the guard rail and median installation was then submitted to Salem and approved for installation under this contract.

4. Engineering

The engineering overrun on this project has been brought about largely by the additional work necessary to locate and construct the retaining wall, roadside improvement and guard rail. The Grading Resident Engineer tried to shift his survey crew between this project, another small construction project and a location job as much as possible in order to keep down the engineering cost. The overrun in time on the Creswell portion of this project has also added some additional engineering.

The bridge raising and remodeling required numerous "stages" in the construction which resulted in the need of a bridge inspector being on the job almost every day. All of these factors added to the overrun in engineering cost.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw

RECEIVED
JAN 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1970
FOR FILING

FORM 2-90 (12-67)

I-5-3(85)171
7270

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 7, 1970

SUBJECT: Amended Report on
Project Overrun
Creswell Interchange and
Hawley Road
Pacific Highway
Contract No. 7270
Lane County

To:

Mr. Tom Edwards
Asst. State Highway Engineer
Salem, Oregon

Following is additional information pertaining to the water main and drainage in the S.W. quadrant of the Creswell Interchange as requested.

The water main in question was located at the toe of the existing fill and ran parallel to the Springfield-Creswell Highway, and is owned by the Creswell City Water Department. It was determined that the transite pipe would have to be relocated and the Water Department so notified prior to the contract letting. The Water Department received the new pipe and started their relocation on July 2, 1969. The Water Department estimated it would take one week to perform this move, but they did not finish until July 14, 1969. It should be noted that the pipe had to be relocated whether a retaining wall or an embankment was built.

It should be noted that the grading work in the S.W. quadrant could not be completed until the retaining wall was completed and had developed the design strength. This took about two months. During this delay the state construction sequence was revised to allow the contractor to proceed with the structure work.

The drainage in question is at the intersection of the right of way lines in the S.W. quadrant. Under the original design the embankment covered the existing drainage and required additional right of way which became involved with the easement for the sign between Coop and the owner of the sign. With the construction of the retaining wall it was possible to maintain the drainage in its existing channels.

JOHN QUINER II
Assistant Division Engineer

JQII/fg

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

RECEIVED
JAN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible] (Rev. [illegible])

I 5-3(15) 171
7270

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Creswell Interchange and Hawley Road Date Nov. 12, 1969

Highway Pacific Contract No. 7270

County Lane Kind of Work Grading, Paving & Str. Reconstruction Contractor M. R. Holst Const. Co.

	Authorized	Estimated
Contract Amount	$ 277,101.90	$ 271,897.97 (Includes P.A. No. 3)
Anticipated Items	7,900.00	7,041.42
Contingency (4½%)	12,825.08	50,055.77
Engineering (9%)	25,650.17	40,668.36
Credits	0	-120.05 (S.F.O. No. 6)
PROJECT COST	323,477.15	369,543.47
	NET INCREASE $	46,066.32

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 2-3-70

		Expected Amount	Net Change
(C)	3. Ditch Exc. Unclassified	$ 245.80	$ +221.80
(C)	4. Embankment in Place	36,756.96	-4,883.04
(C)	6. Trench Excavation	2,992.00	+2,152.00
(C)	7. Watering	800.00	-1,080.00
(C)	11. 3/4 in-0 Aggregate in Prime Coat	440.55	-252.45
(C)	12. RC-250 Asphalt in Prime (See P.A. No. 3)	347.50	-402.50
(C)	31. 8-inch Metal Drain Pipe	2,080.00	+1,760.00
(A)	Creswell Telephone	101.42	-898.58
(U)	P.A. No. 1 Furnish and Install Gate	100.00	+100.00
(U)	P.A. No. 2 Retaining Wall	16,653.38	+16,653.38
(U)	P.A. No. 4 Landscaping	10,934.50	+10,934.50
(U)	Guard Rail (Pending)	16,144.00	+16,144.00
(U)	S.F.O. No. 4 Move 8-in Water Main	1,027.25	+1,027.25
(U)	E.W.O. No. 2 Modify Existing Piling	500.00	+500.00

Principal reasons for overruns (Continue on reverse side): Contract costs for the retaining wall, roadside improvement, guard rail (pending), modification of existing pile splicing and relocation of an 8-inch water main not included in the original contract. In addition to the construction engineering and inspection of these items, they were also located and designed in the field (over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H.E.M.
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by John [illegible]
Asst Division Engineer

Noted by
Deputy or State Highway Engineer

[illegible]

thereby increasing the overall engineering cost and delaying the progress of the work.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 1 8 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
FEB 11 1970
BRIDGE DIVISION

RECEIVED
NOV 1 - 1969
FOR FILING

10-9-69

FORM PR-338
(REV. 3-68)

cc: OSHD (Klaboe)
OSHD (Edwards)
Region Wash DC
WNBryant, Area Engr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

gyh

(Check appropriate one) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.: 8
REPORT NO.: 4
COUNTY: Lane
DIVISION: Oregon
DATE OF INSPECTION: 10-9-69
INSPECTION MADE BY: R. W. Pillsbury, Bridge Engineer
PROJECT NO.: I-5-3(85)171
IN COMPANY WITH: Ellis Jones, Res Engr, OSHD; P. E. O'Neil, Asst Area Engr, BPR
QUALITY OF WORK*: Satisfactory
PROGRESS OF WORK: Satisfactory
TIME ELAPSED: %
WORK COMPLETED: %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

I-5-3(85)171
7270

CRESWELL INTERCHANGE - HAWLEY ROAD SECTION
PACIFIC HIGHWAY
Grading, Paving, and Structure Reconstruction

1. SCOPE OF INSPECTION:

This project involves the raising of two concrete structures and approach grading. This inspection covered the field work and office records.

2. SUMMARY OF FINDINGS:

The work was progressing in a satisfactory manner. On the date of the inspection the status of the work was:

Creswell Interchange	
Structure	78% complete
Jacking done and 1 of 2 girders has been replaced.	
Grading - Complete through subgrade.	
Hawley Road Interchange	
Structure	20%
Column concrete removed to resteel, jacking falsework in.	
Grading - Complete through binder course.	

One man was cleaning up at the Creswell site. No other work was in progress. The approach fills were in place but too fat and need to be pulled back. The exterior beam over the NB roadway was poured yesterday and will require falsework support for 2 weeks.

(more)

orig to Morgan 10-22-69

NOTED
R L FOSTER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

At Hawley Road about seven men were working on preparing for jacking. The approach grading has been completed and ends above the bridge ends as it is now. Jacking will probably take place early next week. Because of the soft existing fills the contractor plans to cut two existing piling at each end to jack against.

The following price agreements, etc., have been issued:

PA #1 - $100 to furnish and install gates at Hawley Road. (completed)

PA #2 - $17,432 to construct a retaining wall at Hawley Road. (completed)

PA #3 - Change asphalt from RC800 to RC250.

PA #4 - $10,934 to landscape both sites. (in Salem)

PA #5 - $1,540 to restore and extend slope paving.

EWO #1 - $2,500 for Flagging.

EWO #2 - $500 to modify existing piling at Creswell.

SFO #1-6 - Move utilities and pile cutoffs.

It is anticipated that work at Creswell Interchange will be completed by mid-December - a time overrun of some 30 - 40 days. In spite of this the work progress is felt to be satisfactory because the retaining wall added under PA #2 is worth the additional time. Work at Hawley Road will not be completed until next spring, but will probably be within the time requirements.

Materials reports were found to be satisfactory.

Labor interviews and wage checks are being periodically made.

There is one Indian employed on the project. The required monthly reports are being submitted and the required posters are displayed.

RECEIVED
OCT 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1969

C

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
BOX 300
SALEM OR 97308

I-5-3(85)171

1270

DATE: AUGUST 26, 1969

In reply refer to: 08-35-EC

TO : MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

Klaboe

SUBJECT: OREGON I-5-3(85)171
CRESWELL INTERCHANGE AND HAWLEY ROAD
STATE FORCE ORDER NO. 5
TOTAL ESTIMATED AMOUNT OF THE ORDER $400
FEDERAL PARTICIPATION $400

REFERENCE IS MADE TO YOUR AUGUST 21, 1969 LETTER CONCERNING THE SUBJECT ORDER.

WE ARE APPROVING AS OF JULY 2, 1969 THE USE OF STATE FORCES AS BEING IN THE PUBLIC INTEREST IN ACCORDANCE WITH PPM 21-6.2. THE STATE HAD TRAINED MEN AND SPECIALIZED EQUIPMENT TO PERFORM THE WORK MOST ECONOMICALLY AND IN COORDINATION WITH CONSTRUCTION ACTIVITIES.

EQUIPMENT RENTAL RATES ARE ACCORDING TO THE SCHEDULE THAT HAS BEEN PREVIOUSLY APPROVED BY THIS OFFICE FOR USE ON FORCE ACCOUNT WORK.

REIMBURSEMENT IS TO BE MADE ON AN AGREED UNIT PRICE BASIS. A SIGNED COPY OF THE ORDER WAS RETURNED UNDER SEPARATE COVER AUGUST 26, 1969.

9-4-69

NOTED
F. B. KLABOE

Morgan
By Asst. St. Hwy. Engr

RECEIVED
SEP 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-3(85)171

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-106-5M

7270

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

C

Contingent upon [illegible]
project agre[illegible]
funds are [illegible]
Date
2 JUL [illegible] Title Div. Engineer
U.S. Bureau of Public Roads

Order No. 5

Project Name Creswell Interchange & Hawley Road Date August 14, 19 69

Highway Pacific Contract No. 7270 F. A. Project No. I-5-3(85)171

County Lane Prefix 620-1040 Account No. 276-05

Description of Work To Be Done: Remove and replace Type "A" signs. (To be done by State Forces)

Location by Station Numbers: "C" 11+00 to 19+00 (Creswell Interchange)
"N" 0+12 to 13+50 (Hawley Road)

NOTED
F. B. KLABOE

Estimate of Quantities and Costs: Lump Sum Estimate - $400.00

Explanation: Remove signs in the work area and replace after work is completed. This is an anticipated item.

Work started 7-2-69.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 323,477.15
Present estimate of project cost, including $ 400.00 for work under this order	$ 328,917.24
Expected XXXXXXXX over-run (amount)	$ 5,440.09
Expected XXXXXXXX over-run (per cent)	1.68%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Jones
Resident Engineer

Approval Recommended: /s/ Ivan D. Merchant
XXXXXXXXXXXXXXXX
Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ F. D. Morgan ✓ 8-27-69
Construction EngineerXXXXXXXXXXXXXXXXXXXX

constitute authority for [illegible] State Highway Engineer

I 5-3(85)171

AUG 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7270

C

3

[illegible] funds are [illegible]
Date 1969
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Creswell Interchange & Hawley Road
Date July 18, 1969

Highway Pacific
Contract No. 7270

County Lane
Prefix 620-1040

Contractor M. R. Holst Construction
F. A. Project No. I-5-3(85)171

Address P. O. Box 692, Oakridge, Oregon 97463
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Modify Existing Pile Splice.
Remove approximately two feet, immediately below pile cap, of reinforced concrete pile encasement and burn-cut 12" dia. steel sleeve so that encased timber pile may be cut one foot below pile cap. Exposed ends of steel encased pile may then be incorporated in concrete pile extension as shown on Contract Dwg. 19936.

Location by station numbers: Intermediate bearing pile 3.8' Rt. ₤, Sta. "C" 13+61.6 (₤ pile cap)

NOTED
F. D. [illegible]

Estimate of quantities and cost:

Labor	$350.00	
Equipment Rental	150.00	
Total		$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Spliced piling not shown or detailed on plans or anticipated in Special Provisions. Extra work required to determine extent and provide solution to problem.
1. Maximum equipment rental rates allowable per A.G. C. agreement. 2. Percentage allowed contractor is in accordance with executed contract for this project.

Work started 7-3-69
Prior Approval, G. A. Gardner

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$323,477.15
Present estimate of project cost, including $500.00 for work under this order	$328,684.57
Expected XXXXXXXX over-run amount	$5,207.42
Expected XXXXXXXX over-run per cent	1.61%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ellis H. Jones
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for XXXXXXXXXXXXXXX
Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ F. D. Morgan
XXXXXXXXXXXXXXX
Construction Engineer

SP-22077-734

c

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JUL 23 1969
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OREGON STATE
HIGHWAY DEPARTMENT

I-5-3(85)171

7210

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 18, 1969

City of Creswell
City Hall
Creswell, Oregon 97426

Re: Water Main Relocation
Creswell Interchange
Pacific Highway
Lane County
Project No. I-5-3 *(85) 171

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your Consulting Engineer's Marquess & Marquess, letter of June 25, 1969 have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of May 8, 1969.

Please contact Mr. Ellis Jones, Resident Engineer, 2193 East 15th Street, Eugene, Oregon 97403, Phone: 342-1361, Ext. 291, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 8, 1969 in the amount of $1027.25, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Catungal
for T. W. Litchfield
Utilities Liaison Engineer

JMC :ss

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/attach.)
C. T. Keasey (w/attach.) (2)
V. E. Skoog "
Ellis Jones "
D. D. Allen "
J. E. Holcomb "

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JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

7-16-69

RECEIVED
JUL 22 1969
FOR FILING

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: [illegible]
SECTION: CRESSWELL INTERCHANGE-HAWLEY ROAD INTERCHANGE
WORK: WATER LINE ADJUSTMENT
COUNTY: LANE

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-5-3(85)171 Nabor

FROM: 7270
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
APRIL 23, 1969	MAY 8, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

IN OUR JULY 14, 1969 AUTHORIZATION LETTER FOR THE ADJUSTMENT OF THE CITY OF CRESSWELL'S WATER MAIN ON THE SUBJECT PROJECT THE MAY 8, 1969 ELGIBILITY DATE PREVIOUSLY SET FOR THIS WORK WAS INADVERTENTLY OVERLOOKED. THAT AUTHORIZATION IS HEREBY AMMENDED TO BE EFFECTIVE MAY 8, 1969 IN RECOGNITION OF THAT ELIGIBILITY DATE.

NO FED
F. E. [illegible]

OFFICE USE
Young
7-18

RECEIVED
JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-69	for R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
JUL 17 1969
FOR FILING

7-14-69

C

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-3(85)171	
SECTION: CRESSWELL INTERCHANGE	
WORK : WATER LINE ADJUSTMENT	
COUNTY : LANE	

TO: I-5-3(85)171
~~MR. FORREST COOPER~~
STATE HIGHWAY ENGINEER
SALEM, OREGON
72-70

Watson

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
APRIL 23, 1969	JULY 10, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION – ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with the City of Creswell consisting of your April 11 and May 20, 1969 Utilities and Railroad Attorney's letters, the June 25, 1969 City of Cresswell's Consultant Engineer's letter and the plans and estimate furnished by Mr. Litchfield's July 2, 1969 letter.

Reimbursement on an agreed lump sum basis of $900.20 is approved.

Receipt of Mr. John E. Holcomb's May 14, 1969 affidavit of the Company's property rights is acknowledged.

Our program memorandum dated April 17, 1969 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated February 14, 1969 and PPM 30-4.1 dated November 29, 1968.

OFFICE USE
7-17-69
Young

RECEIVED
JUL 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. ELLIOTT

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 14, 1969	S Green for R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
JUL 30 1969

7-9-69

OSHD (Kinboe)
OSHD (Edwards)
Region
Wash DC
(Check Appropriate box)

I-5-3(85)171

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

☐ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 8	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

7276

DATE OF INSPECTION 7-9-69	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. I-5-3(85)171

IN COMPANY WITH
Ellis Jones, Res Br Engr, OSHD

LOCATION
Creswell Interchange Structure is located adjacent to the City of Creswell about 9.5 miles south of Eugene. Hawley Road Section is located 4.0 miles south of Cottage Grove. Both structures are located on Pacific Hwy (I-5).

CONTRACTOR NAME AND ADDRESS
M. R. Holst, Oakridge, Oregon

AWARD DATE 6-10-69	CONTRACT AMOUNT $277,101.90	TIME ALLOWED See Below	TIME STARTED 6-23-69	WORK STARTED 6-5-69
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 12 %	WORK COMPLETED 10 %	

ROADBED (Width ______ Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NO.	STRUCTURES OVER 20-FOOT SPAN NET LENGTH (Miles)
Grading, Paving	6201	—	14.5- 22.5	14.5- 22.5	42-48		X721 X721	234 213.25

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED
E. L. PORTER

CRESWELL INTERCHANGE AND HAWLEY ROAD SECTION
PACIFIC HIGHWAY
Grading, Paving, and Structure Reconstruction

Work to be completed under this project consists of raising the Creswell Interchange Structure and the Hawley Road Undercrossing Structure. They will also be lengthened 20' on each end to allow sufficient clearance under the structures. The grading and paving of 2 12' lanes of high type pavement with 4' shoulders and the relocation of guardrail and fencing to fit the roadway is also included. This project qualifies as a safety improvement under PPM 21-16.

COMPLETED WORK:

Clearing	60% complete
Grading	26%
Structures	16%

(more)

Ref'd to Morgan
7-24-69

RECEIVED
JUL 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

5V 3727

WORK IN PROGRESS:

City of Creswell - Three men and backhoe installing 8" water main along the C line.

Contractor - Four men using two pneumatic drills cutting columns on the Creswell structure. Two men excavating around piling on the Hawley Road Structure.

Subcontractor - One D8 tractor and 4 dump trucks hauling and placing embankment at the Creswell Interchange.

REMARKS:

All required labor posters and minimum wage schedule is posted in the contractor's tool shed adjacent to the Creswell Interchange. The EEO requirements of the contract was discussed with the project engineer as well as the applicable items of Attachment No. 1 of IM 40-2-69(1). The contractor has designated himself as the company EEO officer. At the present time two members of minority groups are employed on the project: an American Indian carpenter and a Mexican American laborer. To date the contractor has not submitted the monthly report showing the number of minority and nonminority group employees engaged in work classification on the job. All project facilities such as work areas, parking lots, eating areas, restrooms and storage buildings are provided on a nonsegregated basis.

CHANGES:

The following price agreements and extra work orders are being processed by the State:

PA #1 - Estimated amount of $100 covering the furnishing and installation of one gate adjacent to Hawley Road.

PA #2 - Estimated amount of $17,432.50 covering the construction of a concrete retaining wall adjacent to the C line. This work was approved during PS&E review.

EWO #1 - Estimated amount of $2500 covering the State's share of flagging traffic throughout the project. Approved during PS&E review.

EWO #2 - Estimated Amount of $340 covering additional work required at Bent No. 1 of the Creswell structure. Approval of this work is recommended.

MATERIALS:

No material reports had been received by the field office at the time of this inspection.

MEASUREMENTS:

No linear measurements were made since the work performed to date did not lend itself to such measurements.

c

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JUN 25 1969
FOR FILING

I-5-3(85)171

7270

June 25, 1969

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7270 for grading, paving and structure reconstruction on the Creswell Interchange & Hawley Road Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: Aetna Casualty & Surety Company
Ward Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
Ellis Jones

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I-5-3(35)171
7270

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 17, 1969

NOTED
R. L PORTER

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

File 43387
Creswell Interchange
Pacific Highway
Lane County

Attention Mr. C. J. Mathias

Dear Mr. Simpson:

In response to your telephone request of several days ago, I am enclosing a copy of part of the negotiation record on the above file. This part of the negotiation record refers specifically to the time when Mr. Coop was informed that we would not need the easement from his property.

If you have any further questions, please let us know.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Encl.

cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 18 1969
FOR FIL

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(85)171
7270

June 12, 1969

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

RE: Grade Crossing Improvement
Creswell Interchange and
Hawley Road Section
Pacific Highway - Lane County
Contract No. 7270
Project No. I-5-3(85)171
YOUR FILE: 911256/323
O-O-69-5

Gentlemen:

Your estimate for the adjustment of your facilities on this project, as submitted with your letter of April 21, 1969, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of June 11, 1969.

Please contact Mr. H. E. Mayfield, Resident Engineer, 2141 East 15th Street, Eugene, 97403, Phone 342-1361, Ext. 295, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to June 11, 1969 will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

RECEIVED
JUN 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
TOM EDWARDS

TWL:fw
cc Southern Pacific Co.
Portland
bc: Tom Edwards
I. D. Merchant
R. E. Simpson
L. H. Young (2) (w/attach)
V. E. Skoog "
C. T. Keasey (w/attach) (2)
H. E. Mayfield "
Ellis Jones "
J. E. Holcomb "

*Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Return one copy Est. and sketch with SFO.

RECEIVED
JUN 13 1969

I-5-3(85)171
7270

June 12, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 10, 1969, is requested in the award of contract for the Creswell Interchange and Hawley Road Section, Project No. I-5-3(85)171.

The contractor receiving the award is M. R. Holst, in amount of $277,101.90, with Contract No. 7270 assigned. This bid was received on May 15, 1969, and awarded June 10, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 8b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendum to the plans and proposal for this project before the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date ________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

.C

OI. .GON STATE HIGHWAY DEPARTM...T

QUANTITY SUMMARY & COST ES. MATE

Sheet 1 of 1 Sheet

JUN 14 1989

FOR FI

Section Ca[illegible]ell Interchange Unit "C" Line Retaining Wall, Rt.

Highway Pacific County Prefix

Length Designer Draftsman Date

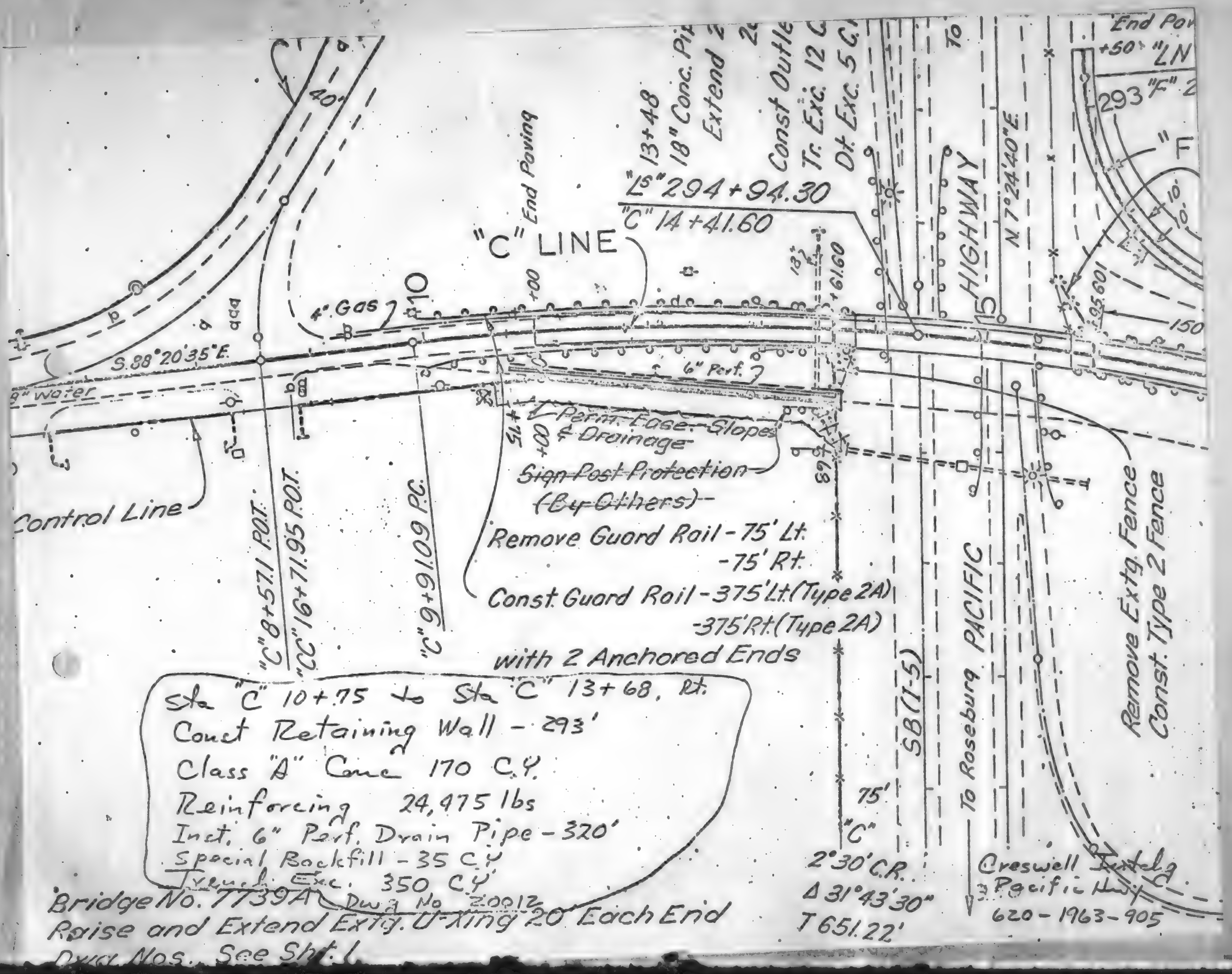
I-5 3/85 1171

Grading and Surfacing Items

Item 1270	Unit	Net	10% Allow	Gross	Price	Amount
Trench Exc	Cu.Yd.	314	36	350	4^{00}	1,400
Conc. in Retain. Wall	Cu.Yd.	156	14	170	75^{00}	12,750
Reinf. in " "	lbs	22,250	2,225	24,475	⑯ 0^{20}	4,895
6" Perf. Drain Pipe	L.F.	320	30	350	2^{50}	875
Spec. Backfill in Drain	Cu.Yd.	33	2	35	8^{00}	280
				Total		20,200
			~~[illegible]~~			~~[illegible]~~
			~~[illegible]~~			~~22,200~~
			10% E&C			2,020
						$ 22,220

NOTED
TOM EDWARDS

Total



Control Line
8" Water
S.88°20'35"E.
"C" 8+57.1 P.O.T.
"CC" 16+71.95 P.O.T.
4" Gas
"C" 9+91.09 P.C.
10
"C" LINE
End Paving
+00
6" Perf.
~~Perm. Ease. Slopes~~
~~& Drainage~~
~~Sign Post Protection~~
~~(By Others)~~
+00
+75
+61.60
+68
18"
"L5" 294+94.30
"C" 14+41.60
13+48
18" Conc. Pi
Extend 2
2
Const Outle
Tr. Exc. 12 C
Dt. Exc. 5 C.
SB (I-5)
To Roseburg PACIFIC
HIGHWAY
To
15
N 7°24'40"E
95.601
150
10'
10'
"F"
293 "F" 2
+50 "LN
End Pav
75'
"C"
2°30' C.R.
Δ 31°43'30"
T 651.22'
Creswell Intchg
Pacific Hwy
620-1963-905

Remove Guard Rail - 75' Lt.
-75' Rt.

Const. Guard Rail - 375' Lt. (Type 2A)
-375' Rt. (Type 2A)
with 2 Anchored Ends

Sta "C" 10+75 to Sta "C" 13+68, Rt.
Const Retaining Wall - 293'
Class "A" Conc 170 C.Y.
Reinforcing 24,475 lbs
Inst. 6" Perf. Drain Pipe - 320'
Special Backfill - 35 C.Y.
Trench Exc. 350 C.Y.

Remove Extg. Fence
Const. Type 2 Fence

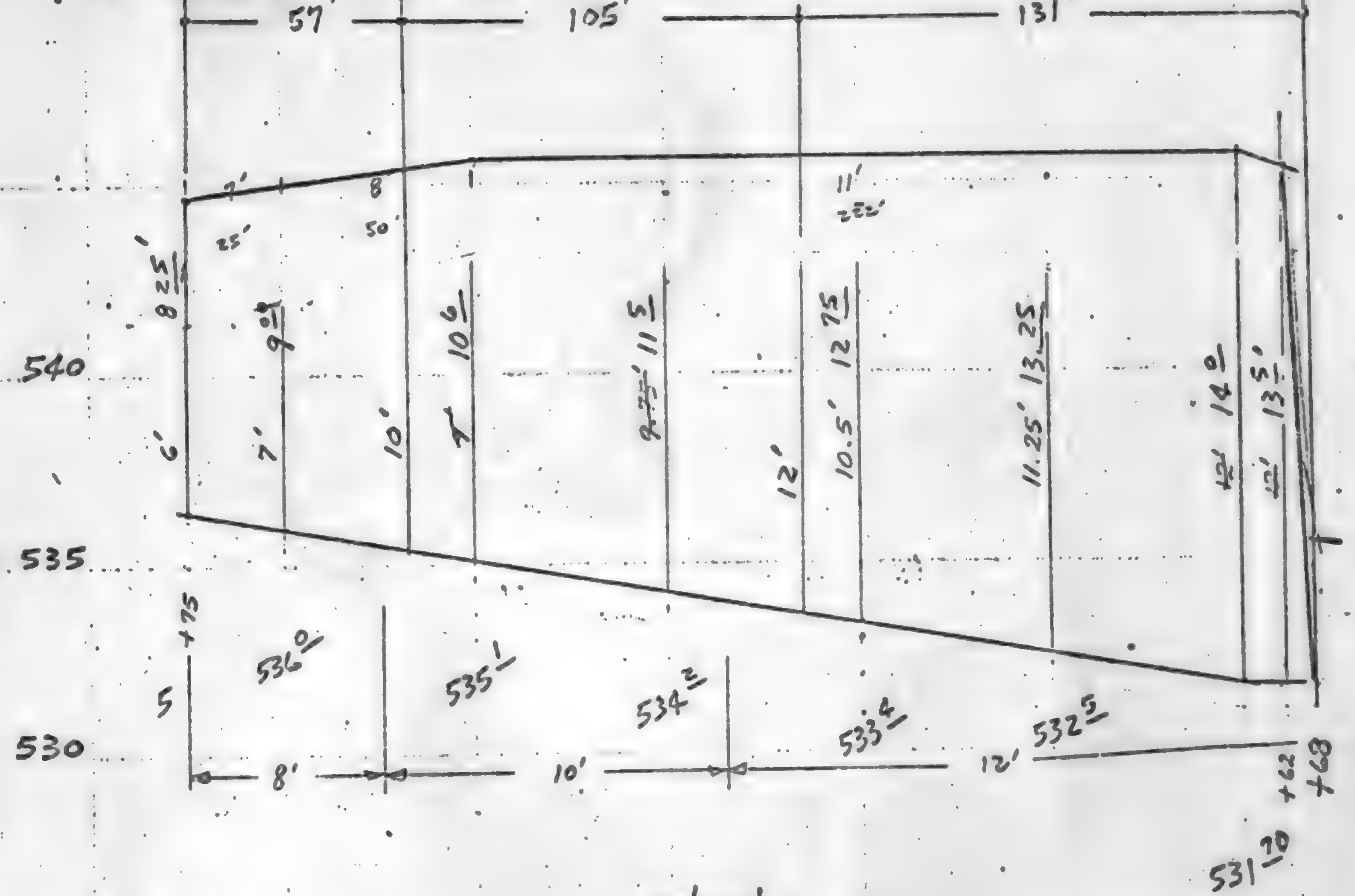
Bridge No. 7739A Dwg No 20012
Raise and Extend Extg. U-Xing 20' Each End
Dwg. Nos. See Sht. 1

620-1963-905

Creswell Ditch
"C" Line Retaining Wall, Rt.
5-23-69

~~Conc~~
~~0.312 × 25' = 7.80~~
~~0.357 × 50 = 17.95~~
~~0.497 × 222' = 110.25~~
~~136.10~~
136 C.Y.

Conc
0.357 × 57 = 20.46 C.Y.
0.497 × 105 = 52.19
0.690 × 136 = 83.20
156 C.Y.


57'
105'
131'
540
535
530
7'
25'
8
50'
11'
222'
8.25'
6'
9.0
7'
10.6
10'
7'
11.5
9.75'
12.75
10.5'
12'
13.25
11.25'
14.0
12'
13.5'
12'
+75
5
536.0
535.1
534.2
533.4
532.5
8'
10'
12'
+62
+68
531.70

Steel
40.4 × 57' = 2303 #
71.1 × 105' = 7466
96.0 × 130' = 12,480
22,250 #

~~23.7 × 50' = 1185 #~~
~~40.4 × 90' = 3636~~
~~71.1 × 157' = 11,163~~
~~15,984 # steel~~

11+00
12
13
14

RECEIVED
MAY 1[illegible]
FOR FILES

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 13, 1969

In reply refer to: 08-35-EC
I-5-3(70)184 R/W

I-5-3(85)171

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7270

Klaboe

FROM For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(85)171
Creswell Interchange - Hawley Road Section
Pacific Highway

Mr. John Quiner II's May 2, 1969 report of contacts made with property owners on the subject project has been reviewed and accepted as evidence of satisfactory compliance with the conditions set forth in our March 19, 1969 memorandum exempting the need for a public hearing on this project.

5-16-69

By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
MAY 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5-12-69

MAY 14 1969

[illegible] HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-5-3(85)171
SECTION:	CRESWELL INTERCHANGE HAWLEY ROAD
WORK :	TELEPHONE LINE ADJUSTMENT
COUNTY :	LANE

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-5-3(85)171
7270

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
4-23-69	5-12-69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ☒ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Creswell Telephone Company consisting of your April 11, 1969 Utilities and Railroad Attorney's letter, the April 22, 1969 Utility's letter and the plans and estimate furnished by Mr. Litchfield's May 5, 1969 letter.

Reimbursement on an agreed lump sum basis of $101.42 is approved.

Receipt of Mr. John E. Holcomb's April 24, 1969 affidavit of the company's property rights is acknowledged. The permit covering this adjustment will be furnished this office under separate cover.

Our program memorandum dated April 17, 1969 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to provisions of PPM 30-4 dated Feb. 10, 1969 and PPM 30-4.1 dated Nov. 29, 1968.

NOTED
F. B. KLABOE

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE
5-14-69
Young
BY ASST. STATE HWY. ENGR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-69	G L Greer for R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
MAY 9 1969
FOR FILING

I-5-3(85)171
7270

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 7, 1969

SUBJECT: File 43387-Coop
Creswell Interchange Section
Pacific Highway
Lane County

To:

MEMO TO THE FILE

NOTED
F. B. KLABOE

Today it was discovered that the triangular part of the above right of way encroached on the Shell Oil Company sign and the Description Section called for the file to revise to eliminate the area under the sign.

We determined that it would be practically impossible to have this file cleared for the contract letting date of May 15. In subsequent discussions Mr. Klaboe and Mr. Young arranged with the Bureau of Public Roads that we could keep the contractor from this part of the right of way until June 15, 1969.

As we had previously been forced to revise our taking to include the sign of the A merican Oil Company because we could not eliminate a presently existing easement to supply them with electricity, I have suggested to Mr. Riley that during the time necessary for the revision and reappraisal prior to filing condemnation, he should be exploring the possibility of replacing the American Oil Company easement in kind outside our proposed right of way. This would allow us to leave the sign intact with minor expenses to protect it from our slopes and to replace the present electrical service.

In any event, we are to proceed as fast as possible with our condemnation action on the basis of purchasing or moving the American Oil Company sign so that we may have possession prior to June 15. Negotiation with Mr. Coop and the American Oil Company may proceed after condemnation is filed.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:DH
cc F. B. Klaboe
L. H. Young
D. J. Barbee
G. E. Rohde
L. W. Riley
Armand Riveness
Milner Mead
F. C. Lowe

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

R E C MAY 6 1969

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 30, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-3 (85) 174

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

7270

Edwards

SUBJECT: Creswell Interchange and Hawley Road
Structure Reconstruction
Pacific Highway

We find that Mr. Merchant's letter of April 28, 1969 adequately explains the reason for the 20 foot impact panel proposed on the above structure.

We will approve full participation in this work as requested by your letter.

NOTED
JOM EDWARDS

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy [illegible] 5-5-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 2 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(85)171
7770

April 29, 1969

Marquess & Marquess
Consulting Engineers
1058 Lincoln Street
Eugene, Oregon 97401

ATTENTION: Robert F. Marquess

Re: 8-inch Water Main
City of Creswell
Creswell Interchange-Hawley
Road Section
Pacific Highway
Lane County

Gentlemen:

Reference is made to your letter of April 22, 1969 concerning the City of Creswell's 8-inch water main which is in conflict with the proposed construction of this project. Since our construction plans are not available until approximately three weeks before we call for bids, it is the policy of the State to send preliminary plans to the utility companies and public agencies that have utility conflicts within all highway project limits. This does not mean to imply that extensive changes in plans are anticipated. Generally by this time our plans are reasonably firm, and made available to the utility in order to allow as much lead time as possible. In this instance, construction plans were mailed to you on April 25, 1969 by separate correspondence.

You indicated that an easement was possibly obtained from the adjacent land owner, Mr. Bates, between Station C 10+94 to C 13+80 at the time your 8-inch water main was installed. This may be true; however, our recent field investigation which included digging pot holes, indicated your 8-inch water main occupies State highway right of way. Its location agrees with the sketch map attached to pipe line Permit No. 5346, dated September 26, 1961. This permit has been executed by Mr. Clyde C. Halleman, Mayor, City of Creswell and two councilmen. Therefore, unless you can supply documentary evidence to the contrary, we must continue to assert that the conflicts listed in our Staff Attorney's letter to the City dated April 11, 1969, are the responsibility of the City.

It is the State's contention that the subsoil conditions in the area of this conflict are not stable enough to preclude the possibility of subsidence, or to prevent damage to your pipe line from the weight and vibration of the contractor's equipment. Our information indicates that this area was an old log pond, thus the weight of our fill will surely cause some subsidence. Similar circumstances existed in another segment of this same pipe line which was in conflict with the construction of the Coast Fork-Willamette River Bridge Section in 1967. In that case it was the City's contention that the pipe would not withstand the weight of the contractor's construction equipment and requested that it be adjusted.

Requiring our contractor to exercise the degree of special care you suggest in the performance of his work will significantly increase his bid, would be difficult to administer, and would preclude obtaining proper compaction of our fill in the area of the pipe line. We will, however, require the contractor to take reasonable care to avoid damage to the water main which lies inside the highway right of way, but outside the fill area. Therefore we suggest that only the portion of your main that falls within the toe of slope be relocated. Our field crew is staking this area and should have it completed by the time you receive this letter. Please contact Mr. Harley E. Mayfield, our Resident Engineer in charge of the grading work on this project, at 2141 E. 15th Street, Eugene, Oregon 97403, Phone: 342-1361, to determine the exact portion of your main to be relocated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: City of Creswell
ATTN: Maynard Wilson, Attorney
PGP:ss

cc: F. B. Klaboe
G. E. Rohde - Attn: Jack Sollis
D. J. Barbee
C. T. Keasey
Ellis Jones - Attn: Harley Mayfield
J. E. Holcomb

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APR 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1969

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(85)171
7270

April 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: Creswell Interchange & Hawley Road
Structure Reconstruction
Pacific Highway
Lane County
Bridge Nos. 7739 & 7862A

Dear Sir:

In reply to your letter of April 22, 1969, we feel that the 20-foot slab spans added to each end of the existing structures are reasonable.

Our current construction standards would call for a 20-foot-long impact panel beyond the end of the structure. The cost of said panel plus a 10-foot extension of the structure to accommodate the raise in grade would be approximately $700 more than the 20-foot structure extension without impact panel.

As the plans do not call for any impact panels, we request that there be no deduction from the participating costs based on the plans as submitted.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

LLW:jr

cc: Tom Edwards
C. H. Maison
L. H. Young

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4-25-69

RECEIVED
MAY 2 - 1969

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-3(85)171. Klaboe
7270

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

PROJECT: I-5-3(85)171

SECTION: Cresswell Interchange-Hawley Road

WORK : Structure Reconstruction

COUNTY : Lane

DATE PS&E APPROVED	DATE AUTHORIZED
4/23/69	4/23/69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with contractor's flagging shown on your estimate in amount of $2,500.00, railroad protection services in amount of $500.00 and railroad crossing costs in amount of $2,000.00 also shown in your estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's April 21, 1969 request and certifying statements are accepted.

P. S. & E. documents for the subject project have been reviewed and are hereby approved.

Our authorization is conditioned on your obtaining right of way parcels 43880, 43387 and 43409 prior to our concurrence in award.

It is understood that certification in regard to parks, recreation and historical resources will either be furnished prior to bid opening or the project will be withdrawn from the letting.

A signed copy of the Title Sheet is returned herewith.

Young w/encl.
4-30-69

RECEIVED
APR 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 25, 1969	For R. E. Simpson	Division Engineer

RECEIVED
APR 29 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(85)171
7270

April 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Grade Crossing Improvement
Creswell Interchange-Hawley Rd. Section
Pacific Highway
Lane County
Crossing No. C-622.2
Project No. I-5-3 (85) 171

Dear Sir:

Attached you will find a letter from the Southern Pacific Company dated April 21, 1969, to which is attached their estimate for the work to be done by Railroad forces at the Hawley Road Grade Crossing as required by the above-captioned project.

The agreement between the Railroad and State is composed of the Southern Pacific Company's letter to the undersigned dated April 8, 1969, and our reply dated April 10, 1969, copies of which are in your files.

We now submit this estimate to you for your approval and authorization to proceed in accordance with PPM 30-3 and all supplements thereto.

There is no sketch submitted with the estimate since the work to be done may be seen on Sheet 4 of the Construction Plans.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enclosure

TWL:ss
cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1969
FOR FILING
I-5-3(85) 171
7270

Marquess & Marquess---CONSULTING ENGINEERS

PHONE 343-6112

1058 LINCOLN ST.
EUGENE, OREGON
97401

April 22, 1969

Mr. John E. Holcomb
Field Utilities Liaison Engineer
P.O. Box 1128
Roseburg, Oregon 97470

RE: Water Main Location
Creswell Interchange - Lane County
Project No. I-5-3(85) 171

Gentlemen:

We have been requested by City of Creswell Mayor Ray Hooley to advise the City with regard to the water main situation at the referenced project.

The plans sent to the City of Creswell are stamped "Preliminary" and "Subject to Change". We would presume that if construction bids are to be received on May 15, 1969, that final plans are now in the hands of potential bidders. It would therefore be appreciated if a final set of bidding plans could be sent to the City of Creswell for the City's perusal. We also offer the following for consideration:

1. With regard to the location of the 8-inch water main from station 10+94 to 13+80, we have been told that when this portion of the water main was installed that an easement had to be obtained from a man by the name of Bates who owned the property to the south of the State's land between these two stations at that time. It appears that this portion of the water main lays in the extreme north edge of this easement and if so the responsibility for protection or relocation would be up to the State of Oregon. Mr. Wilson, the Creswell attorney, is in the process of obtaining a legal description of the easement so it can be correctly located. It would also appear that the City easement will be in conflict with the easement that the State will have to obtain from the Duane Coop who now owns the property.

   We have not seen test boring data for the above area where the fill will be placed so do not know what the sub-surface bearing characteristics are, but, it is believed that if the grading work was carefully done with a track type machine and the fill carefully placed, that the work over this portion of line could possibly be performed by the Contractor without damage to the water pipe. We offer this thought as an alternate to relocation with the realization that responsibility for breakage and repair would have to be part of the Contractor's contract and that future access to the water pipe would be a potential problem to the City.

copies to Morgan } pl take
Bashee } appropriate action
FBK

NOTED
F. B. KLABOE

With regard to the sketch maps required from the City by the State, we are awaiting the easement information before the sketch can be made.

2. With regard to the water main on the east side of the freeway between stations 15+50 and 19+65, it is believed that if work is carefully performed in this area that it can be accomplished without damage to the water main. Reasons for this belief are as follows:

   a. The Contractor that installed the pipe in this area said it was laid in good firm ground.

   b. At approximately station 18+37 the water pipe has been located and is about 38-inches deep and is located about 15 feet south of the staked fill line. It is therefore considered that the Contractor could refrain from working over the pipe in this vicinity. From this point west to the freeway the water main gains additional cover to a depth of approximately 6 or 8 feet at the freeway and moves in closer plan-wise to the fill area. It is therefore believed that even if the Contractor works over the pipe in this area that the depth of bury and soil bearing characteristics would indicate a high probability of success if the Contractor is careful in performance of the work.

It would therefore be suggested that in the economic interests of the City of Creswell that the State of Oregon include in the specifications for the work that the Construction Contractor assume the responsibility of safeguarding the water main in this area during the construction period.

If we can be of further assistance at this time, please do not hesitate to call.

Sincerely,

Robert F. Marquess
Marquess & Marquess

CC: City of Creswell
Maynard Wilson, Creswell City Attorney
F.B. Klaboe ✓
F.D. Morgan
T.W. Litchfield
Ellis Jones
D.J. Barbee
G.W. Ross
C.T. Kessey

RECEIVED
APR 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4-17-69

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/17/69

BY (Signature): Mr. Young's April 4, 1969 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 575 THRU 577

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	Location	Work
575	I-5-3(84)145	0.0	$ 68,000	$ 62,500	Cabin Creek Rest Area (Pacific Highway	Installation of water supply system
576	I-5-3(85)171	0.0	345,000	317,000	Pacific Highway (Creswell Inter. & Hawley Rd.)	2 O'Xing. structures & approaches
577	I-80N-6(41)252	0.0	8,000	7,000	Old Oregon Trail Hwy. (Hilgard-Oro Dell Sec.)	Fencing

OTHER IDENTIFICATION AND/OR REMARKS (State)

REMARKS (Division)

You are authorized to proceed with the necessary preparatory work for Railroad and Utility adjustments on Item 576, Oregon Project I-5-3(85)171.

Young 4-21-69

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APR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1969

I-5-3(85)171
7270

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4/17/69	For R. E. Simpson, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P

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APR 10 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-3(85)171
7270

April 10, 1969

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTN: Mr. T. H. Kruttschnitt, Jr.

Re: Grade Crossing Improvement
Creswell Interchange and Hawley
Road Sections
Pacific Highway
Lane County
Crossing No. C-622.2
YOUR FILE: 911256/323

F. B. KLABOE

Gentlemen:

This is in reply to your letter dated April 8, 1969 wherein you state that the existing easement to Lane County precludes the necessity of a right of entry for our work on this project.

With regard to the three conditions contained in your letter, we wish to advise that:

(1) The State will agree to reimburse the Railroad for all costs incurred in connection with the project in accordance with PPM 30-3 and all supplements thereto.

(2) The special provisions will require the contractor to provide the usual insurance policies and they will be submitted to the Railroad in the usual manner.

(3) We have discussed the matter with the staff of the Public Utility Commissioner and they advise that no application for an alteration will be required.

Please submit an estimate of the cost of your work required by this project so that you may be authorized to proceed not later than the date the project is awarded. Bids are to be opened on May 15, 1969 and we intend to award the contract shortly thereafter. It will be desirable to coordinate your work with that of our contractor.

We sincerely appreciate the cooperation we have received from you on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss
cc: R. E. Simpson (w/copy of SP letter)
Tom Edwards "
F. B. Klaboe "
I. D. Merchant "
D. J. Barbee "
L. H. Young "
C. T. Keasey "
H. E. Mayfield "
cc: Southern Pacific - Portland
J. E. Holcomb "

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
D. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

Room 1007

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 8, 1969

IN REPLY PLEASE REFER TO
911256/323

Mr. F.D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T.W. Litchfield - Utilities Liaison Engr.

Dear Sir:

Please refer to your letter of March 25, 1969, file Preliminary Plans Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County, concerning State's proposed Hawley Road Undercrossing project which will require the improvement of our grade crossing No. C-622.2 at Divide.

Please be advised that the County of Lane has an existing easement covering subject grade crossing, therefore, a right of entry will not be necessary.

Southern Pacific Company has no objection to the proposed grade crossing improvement subject to the following conditions:

1) State agrees to assume the entire cost of such construction and to reimburse Southern Pacific Company for any costs incurred in connection therewith.

2) No work to be commenced on Railroad's property until State has furnished to Southern Pacific Company, certified copies of contractor's public liability and property damage insurance policies and original policy of Railroad protective liability insurance, and Railroad has advised State that form and substance of such are satisfactory to Railroad.

Routing
Morgan
Decker
Walker
RECEIVED
APR 9 1969
CONSTRUCTION
DIVISION
E
Litchfield
Gallagher

3) State shall obtain any necessary governmental authority to alter said crossing.

Please advise if the foregoing is satisfactory to the State.

Yours very truly,

A. M. Williamson

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APR 16 1969

1859

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

I-5-3(85)171
7270

April 9, 1969

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

Routing
Barbee
Hall
A. Olson
Sample
Turpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County
2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County
3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties
4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County
5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

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APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 - 1969

I-5-3(85)171
7270

April 4, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for three Interstate Projects, Items 575 thru 577, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our intention to receive bid for these projects on May 15, 1969.

Very truly yours

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:dg

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

DATE SUBMITTED TO W.O.

FEDERAL-AID
(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 5 mi. S. and 19 mi. S. of Goshen 21 65	**ADT**	PRESENT 14,200 8,800	FUTURE 25,600 16,300 (66) (70)	YE 3 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Raise strs.(2), grade & pave 22 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Lane	
	NAME OF URBAN AREA 17-31		ROUTE NO. I	FEDERAL-A I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	45 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 5 mi. S. and 19 mi. S. of Goshen			
5					**ROW**		(Creswell and Hawley Road U'xing Section)			
5					**CONST** (CODE) X721 Safety			0.00	345,000	317,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	345,000	317,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Additional data: Items B-79 & B
Project qualifies as a safety im
potential traffic hazard by raisi

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

en (65)

ADT

PRESENT: 14,200 / 8,800 (66)

FUTURE: 25,600 / 16,300 (70)

YEAR: 89 (71) (72)

REGION: 08

STATE NAME: Oregon

STATE CODE: 35 (2) (3)

APPN CODE: 042 (4) (5)

ITEM NO.: 576 (14) (18)

SUPV AGCY: (69)

DA CLASSIF.: (70)

DA AREA: (71)

EMERG. YR.: (72) (73)

PL. AUTH YR: (74) (75)

PROJECT NUMBER

PREFIX LETTER(S): I- (14) (23)

NUMBER: 5-3(85) (7)

SEG. NO.: (13)

I. Projects Only

POST MI.: 171 (24) (26)

DESIG.: (27)

COUNTY NAME: Lane

CODE: 039 (14) (16)

ROUTE NO.: I

FEDERAL-AID: I-5 (32)

STATE: 1 (36)

U.S.: I-5 (37) (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (56)	(58) (66)	(67) (76)			Gr. & Dr. 2-12' lanes H.T. pave. with 4' shoulder approaches. Raise and lengthen 2 structures, length 447.25', H.C. 26'.
19						
ley ion)						ROW-300' normal; access control-full; parking restr. complete.
	0.00	345,000	317,000	28,000		
JECT TALS	0.00	345,000	317,000	28,000		
		(19) (23)	(24) (28)			

REMARKS

Additional data: Items B-79 & B-88, Project Nos. I-5-3(25)181 & I-5-3(44)169. This Project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard by raising the structures to present day standards.

(over)

USCOMM DUSCOMM-DC 46905-P61

Remarks continued:

The proposed project consists of raising the Creswell Interchange structure and the Hawley Road Undercrossing structure as they have been damaged several times by trucks on the freeway. They will also be lengthened 20' on each end to allow sufficient clearance under the structures. There will be grading and paving of 2-12' lanes of high type pavement with 4' shoulders, guardrail and fencing to fit the roadway with the new structure ends.

Creswell Interchange structure, H.C. 26'
Sta. 13 + 61.60 to 15 + 95.60, length 234'

Hawley Road structure, H.C. 26'
Sta. 6+12.56 to 8 + 25.81, length 213.25'

RECEIVED
APR [illegible] 1969
FOR FILING

Memorandum

U.S. [illegible] TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 21, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-3(85)17
1270

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-3(70)184
Creswell Interchange

Approval is granted for the minor program change to include in this project the sliver right of way for the Hawley Road Structure as requested by Mr. Young's March 11 letter.

Your March 10 request for public hearing determination has been affirmatively answered by our March 14 memorandum. Therefore, we hereby authorize you to proceed with incidental costs and actual acquisition for the parcels at both structures effective today. We understand no improvements are envolved.

NOT
F. B. KLABOE

3-25-69
REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
MAR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1969

UNITED STATES GOVERNMENT

FOR *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-3(85)171

7270

DATE: March 19, 1969

In reply refer to: 08-35-EC/400.1

Copy No Hearing file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-3(-)175
Creswell and Hawley Road Overcrossings
Pacific Highway, Lane County

As requested in Mr. Young's March 10, 1969 letter, we concur that a hearing is not required for the safety project to raise the subject two structures. Concurrence is given subject to the condition that each of the property owners will be contacted to discuss the proposed design and your files will be documented as to the outcome of these contacts.

Mr. Young's letter also questioned whether public hearings would be required for other projects which require only slivers of right of way. We have been informed that, in general, public hearings are required for all projects which require the taking of right of way. Some exceptions may be considered during an interim period but in future cases where planning and scheduling can be arranged opportunities for hearings should be offered.

F.B. KLABOE

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

3-25-69

RECEIVED
MAR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 11 1969
FOR [illegible]

Const
R/W
Pacific [illegible]

March 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Creswell and Hawley Road Overcrossing
Pacific Highway, Lane County
Project No. I-5-3(-)175

Dear Sir:

We hereby request your concurrence that hearings are not required for the subject safety project to raise two structures. Approval of the project was given in your letter of September 20, 1968. We interpret this approval to be design approval, inasmuch as raising the structures is all that is being done (with the exception of minor alterations to conform to the local terrain and repairing the damaged center spans).

Creswell Interchange Structure

Raising this structure also raises the approach fill, requiring a slope easement of 20 feet on one side of one approach fill that contains 0.16 acre.

Hawley Road Undercrossing

Raising the fills along with the structure requires purchase of right-of-way 20 feet in width tapering to zero along all the fills. This right-of-way will be purchased from one owner and consists of only 0.54 acre.

PPM 20-8 par. 6c. requires a hearing if right-of-way is to be purchased, and accordingly, we request a waiver of the requirement because of (1) the minimal land area involved, (2) the access control features will not be changed, and (3) there will be no adverse effect on the property. Raising the two structures does not change the layout or function of the connecting roads, nor affect the facility in any way except to correct a deficiency in vertical clearance, which is classed as a safety project within the original highway construction.

The right-of-way is not purchased; however, descriptions have been written and we are ready to begin acquisition. Our construction is planned for May 15, 1969.

We contend that it is not in the public interest to hold a public hearing for this project for the reasons stated above. We also feel that holding a public hearing would not accomplish anything since only one property owner is involved in each structure, and that offering a hearing would only waste time and money.

We further request a ruling concerning the necessity to have public hearings on this type of project, and other such safety projects where we will be taking slivers of right-of-way for slope flattening or spot safety improvements. These intermittent segments of right-of-way will not have any adverse effect upon abutting real property and they will not change the layout or function of connecting roads or streets of the facility being improved.

Attached are one copy each of two sketch maps of the area involved.

Very truly yours,

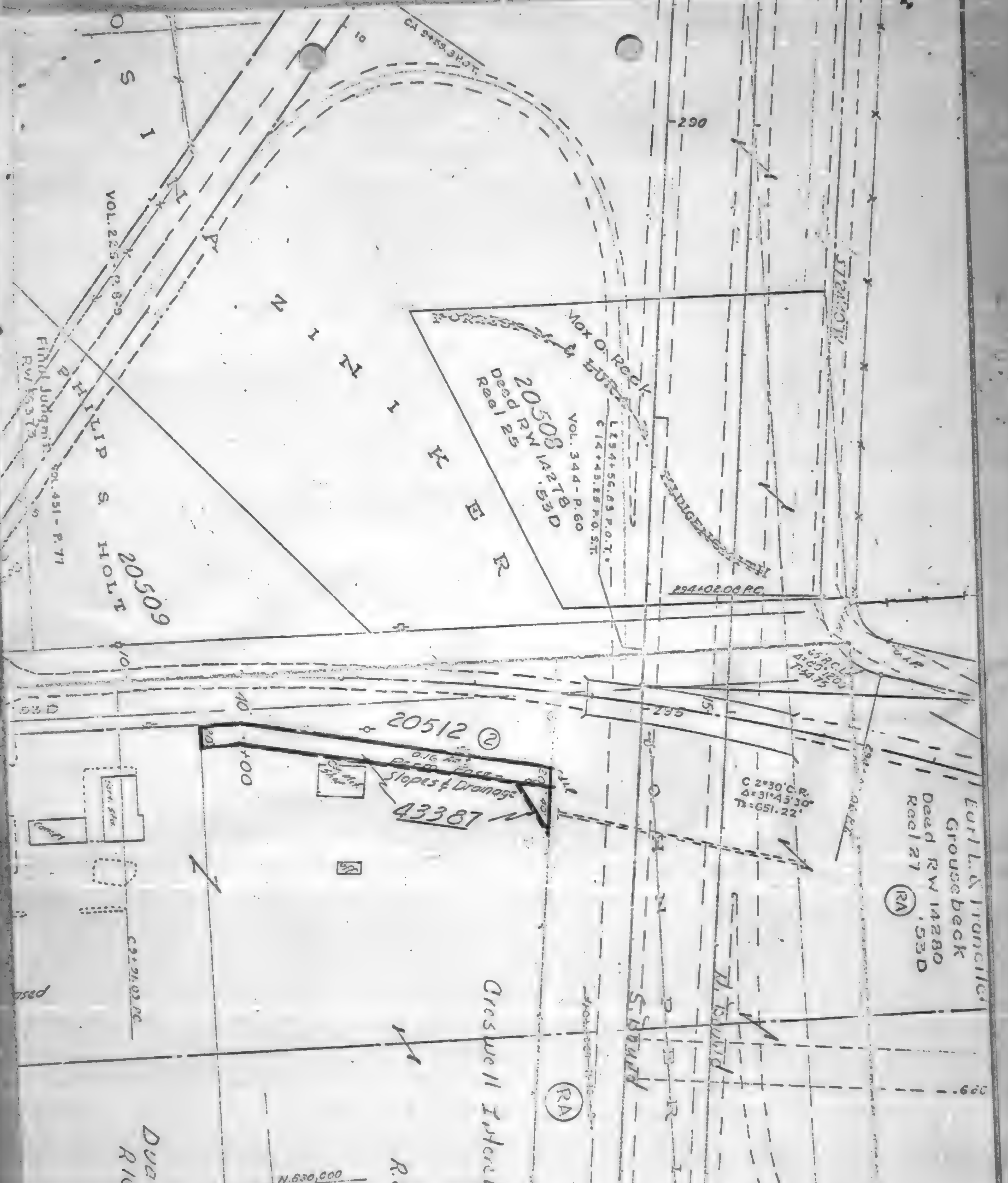
Forrest Cooper
State Highway Engineer

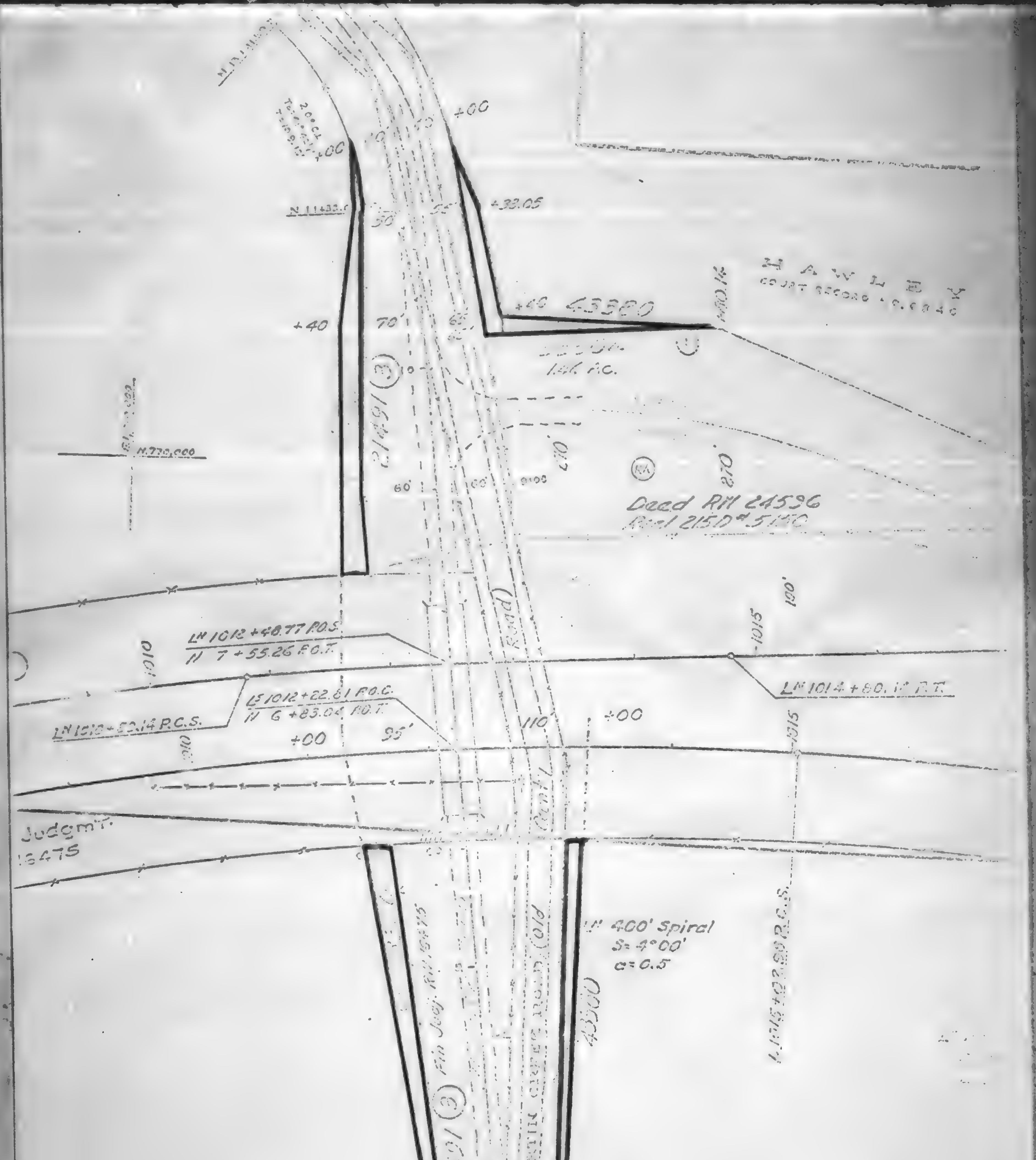
By

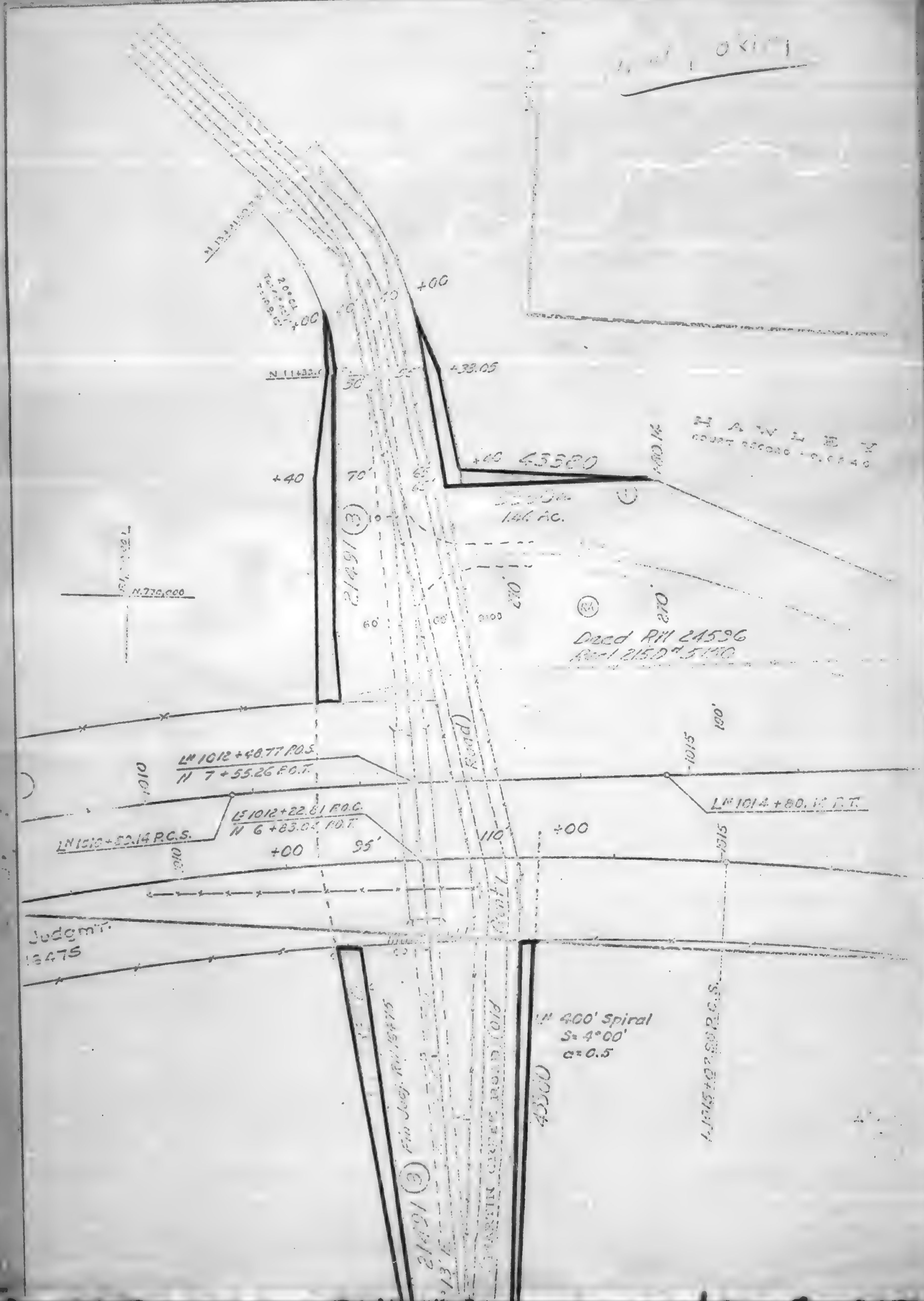
L. H. Young
Program and Planning Engineer

Attachments

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
R. N. Chase
Ben Gifford


20509
PHILIP S. HOLT
VOL. 451 - P. 71
Final Judgment RW 13373
VOL. 225 - P. 89
NINIKER
20508
Deed RW 14278
.53D
Reel 25
VOL. 344 - P. 60
Max O. Rock
L 294+56.89 P.O.T.
C 14+43.85 P.O.ST.
294+02.08 P.C.
290
295
Earl L. & Francis Grousebeck
Deed RW 14280
.53D
Reel 27
RA
C 2°30' C.R.
Δ=31°45'30"
T=651.22'
20512 ②
0.16 Ac.
Perm. Ease.
Slopes & Drainage
43387
Cresswell Interch.
RA
R.2470'
Duane L.
R167D
N.630,000
S. BLVD
.53D
.66C
2051


HAWLEY
COURT RECORD
+00
+00
N 11+33.0
50
+33.05
+40
70
65
+40
43380
140.14
1.46 AC.
21491 (3)
N.772,000
60
100
210
270
Deed RM 24596
Reel 2150 P. 5150
Road
100'
LN 1012+48.77 P.O.S.
N 7+55.26 P.O.T.
1010
1015
LN 1014+80.14 P.T.
LS 1012+22.81 P.O.C.
N 6+83.04 P.O.T.
LN 1010+52.14 P.C.S.
1010
+00
95'
110'
+00
1015
Judgm't.
16475
LN 400' Spiral
S= 4°00'
c= 0.5
LN 1015+02.90 P.C.S.
43300
Fin Judg. RM 16475
21491 (3)
S 6°13'
(Old) Road
+50
+50



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

(FAR 221)

Section CRESWELL INTERCHANGE Highway SPRINGFIELD - CRESWELL County LANE Prefix ____

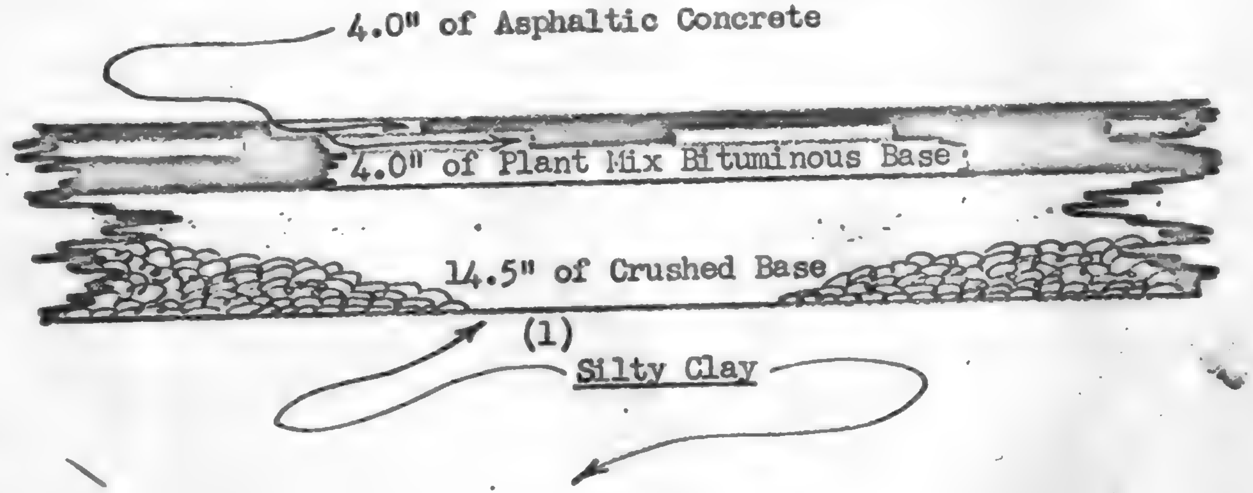
Res. Engr. H. E. Mayfield Approx. Length 0.15 Miles. Sta. 11± to Sta. 19± Date 3-17-69

Mean Truck A.D.T. 316 Traffic Coefficient 8.9 18 kip s.a. per day 160.6.

Annual Precipitation 42"± (Eugene) Frost Penetration - - - -.

3-17-69

(1)
Typical Soil
40 LL
10 PI
93 %P 10
73 %P200
7 %Gravel
7 %C Sand
13 %F Sand
41 %Silt
32 %Clay
6 "R" Value



CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	AC
	7.0	4.0	PMBB
	14.5	14.5	Cr. Base
29.5	29.5	22.5	

NOTED
F. B. KLABOE

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

RECEIVED

I-5-3(85)171	7270

Submitted by C. J. Gregg
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

Recommended by H. L. Decker
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

SECTION: CRESWELL INTERCHANGE

HIGHWAY: SPRINGFIELD - CRESWELL (FAR 221)

COUNTY: LANE

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or [illegible].	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0	—	12.5"	—	25.0"	19.0"
6.0 - 7.0	3.0"	—	2.0"	13.5"	—	21.5"	18.5"
4.8 - 6.0	2.0"	—	2.0"	12.5"	—	18.5"	16.5"
Cars Only	2.0"	—	2.0"	7.5"	—	13.5"	11.5"
Melton Frontage Road	3.5"	—	2.0"	8.5"	—	17.5"	14.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Cement Treated Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	—"	Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

TRAFFIC ANALYSIS

SECTION: CRESWELL INTERCHANGE
HIGHWAY: SPRINGFIELD - CRESWELL FAR 221)
COUNTY: LANE

2500 Present ADT (1969)

8.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	70	2.0	140	105	450	47,250
3	55	2.0	110	83	1000	83,000
4	10	2.0	20	15	1250	18,750
5	75	2.0	150	113	3180	359,340
6	--	---	---	---	2570	----
				316	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 508,340

TWENTY YEAR EWL 10,166,800

TRAFFIC COEFFICIENT 8.9

SECTION: CRESWELL INTERCHANGE

HIGHWAY: SPRINGFIELD - CRESWELL (FAR 221)

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as traffic does not warrant the use of C. R. P. C. C.

See Item 6.

RECEIVED
MAR 12 1969

FOR FILING

[illegible]
Portland

I-5-3(85)171
7270

March 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project No. I-5-3(70)184
Creswell Interchange
(Right of Way)

Dear Sir:

We hereby request your approval of a minor program change on the above project to include the right of way necessary for the raising of the Hasley Road overcrossing as outlined in red on the enclosed sketch. Enclosed is a copy of Mr. Oakes' memo of March 4, 1969, which sets forth the estimated cost of the parcel. No increase in cost of the project, as presently under agreement, is anticipated by the addition of this right of way.

It is also our intention to include the additional area, to be acquired by permanent easement, for the raising of the Creswell Interchange overcrossing to the subject project, as outlined in red on the enclosed sketch.

We request that authorization be given for incidental costs and actual acquisition of these parcels concurrently with your approval of our March 10, 1969 request of no further public hearings being necessary.

Upon receipt of your favorable approval and authorization of the above request, a revised project agreement estimate will be submitted along with additional right-of-way plan sheets to include this necessary right of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

cc: J. R. Oakes
R. H. Chase
M. Mitchell

RECEIVED
OCT 23 1968

~~FOR FILING~~

I-5-3(85)171

7270

10-17-68

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-5-3(12)169
SECTION:	GOSHEN-DIVIDE SECTION
WORK :	PRELIMINARY ENGINEERING
COUNTY :	LANE COUNTY

TO: MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

10-17-68

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	DATE PS&E APPROVED -------	DATE AUTHORIZED OCTOBER 17, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
☒ OTHER (SPECIFY). PRELIMINARY ENGINEERING
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

THE ADDITION OF PRELIMINARY ENGINEERING INCLUDING THE PREPARATION OF CONSTRUCTION PLANS (PS&E) NECESSARY FOR THE CRESTWELL AND HAWLEY ROAD OVERCROSSINGS IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF THIS WORK EFFECTIVE TODAY.

NOTED
R. L. FOSTER

NOTED
F. B. KLABOE

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

10-22-68
REFERRED TO Young
ASST. STATE HWY. ENGR

DATE 10-17-68	SIGNATURE OF APPROVING OFFICIAL Green For R. E. SIMPSON	TITLE DIVISION ENGINEER

RECEIVED
OCT 9 - 1968

[illegible]

Thaddeus [illegible] Portland
I-5-3(85)171
7270

October 9, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Project No. I-5-3([illegible])149
Goshen-Divide Section
(Preliminary Engineering)

Dear Sir:

We hereby request your approval to include the preliminary engineering, including P.S.&E. preparation, necessary for the revision of the Creswell Overcrossing and Hadley Road Overcrossing structures to the above listed project. Approval for raising these structures with federal participation was given in your letter of September 20, 1968.

The estimated cost for this preliminary engineering work is $8,500 and upon receipt of your approval for the work, a revised project agreement estimate will be submitted to include the increase in estimated cost.

Your authorization to proceed with P.S.&E. preparation is also requested concurrent with your approval of adding the preliminary engineering to the subject project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:vr
cc: F. B. Klaboe
R. N. Chase
B. Gifford

RECEIVED
OCT 18 1968

FCB [illegible]

I-5-3(85) 171
7270

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1968

SUBJECT: Creswell and Hawley Road Overcrossings
Pacific Highway
Lane County

To: Mr. L.H. Young
Office Engineer
Building

By memorandum dated September 20, 1968, the Bureau has given us tentative approval to go ahead, with Federal-aid participation, in the raising of the subject structures.

Please take the necessary steps to modify our program section I-5-3(12) for the preliminary engineering required to accomplish this work.

Upon receipt of P. E. approval, charges for the Creswell Overcrossing will be made against Prefix 620-1963 (Goshen-Cottage Grove). A new prefix will be requested shortly for the necessary charges on the Hawley Road Overcrossing.

The work consists of raising and lengthening the existing structures to provide for 17'-0" of vertical clearance. Approaches to be adjusted to match structures. The estimated P. E. design cost for both overcrossings is $8,500.

F D. Morgan
Construction Engineer

B

By Ben Gifford
Ben Gifford
Program Engineer

BG:jp

cc: F.B. Klaboe

RECEIVED
OCT 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1968
FOR FILING

Carie
n/h
Pac Hwy.
Spec

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 20,1968

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards
cc Porter
Klaboe
9-24-68

NOTED
F. B. KLABOE

SUBJECT: Oregon Project I-5-3(60)175
Creswell and Hawley Undercrossing
Safety Hazard

As you know Mr. Edwards' February 7 and August 13, 1968 appeals to our previous denials for raising these two structures were forwarded to Mr. Turner for approval. We are pleased to report that Mr. Turner has found certain portions of the work eligible for FAI participation.

Mr. Turner's memorandum is repeated in part as follows:

"The record is that damage to the two separation structures identified herein continues to occur because of operation on a portion of I-5 of vehicles loaded to heights which pass beneath other structures but do not clear the two cited structures. The damage so far has not caused collapse of either of these two structures but the photographs submitted with the State's letter dated August 13, 1968 for the condition at the Hawley Road Overcrossing is indicative that collapse could be occasioned by future overloaded vehicles. We consider from the State's reports of investigations of incidents causing damage that the prevention of future incidents that could cause additional damage through policing or other enforcement measures has a low probability of being entirely successful.

"The Bureau of Public Roads desires that in time the vertical clearance on all segments of the Interstate System as are described in IM 20-2-60, January 27, 1960, to have a vertical clearance of 16 feet can be provided. This is also a desire of the Department of Defense.

"For the situation that is of record for the damage that has occurred at the Creswell Overcrossing and at the Hawley Road Overcrossing and the damage that might occur in the future, I find that it is in the public interest to approve that work at these two overcrossings to increase the existing vertical clearance to be not less than 16 feet be undertaken now with Federal-aid participation. In addition, I find that the costs for the work of increasing the vertical clearance may

(more)

9-24-68
REFERRED TO
Morgan - Gourzey
By Asst. State Hwy. Engr.
Please proceed

BUY U.S. SAVINGS BONDS REGULARLY

have FAI participation on the basis of a statement in Mr. Stephenson's February 19, 1965, memorandum to Mr. Henry that the existing bridge (Creswell Interchange) was financed with funds made available prior to approval of the Federal-Aid Highway Act of 1956. We presume that similar financing arrangements were made for the Hawley Road Overcrossing. This use of FAI funds is permissible under the February 1967 Manual for the 1968 Estimate since I have approved herein that the work involved to increase the vertical clearance may receive Federal-aid participation.

"This approval for Federal-aid participation in work of increasing the vertical clearance at the two cited overcrossing structures is considered as a special case based on the State's records. Approval of Federal-aid participation in similar work at other points would only be considered if there was a record of continuing damage from similar incidents at such points."

He continues that additional work at these two structures involving horizontal clearances and roadside obstructions such as widening the overcrossing structures and reconstruction to provide increased horizontal clearance to the face of the abutments or piers would not be approved for Federal-aid Interstate participation.

Therefore, depending upon what method of alteration you plan we can participate with FAI funds in the costs of raising these two structures as follows:

1. If the structures are raised and widened, the pro rata share of the actual costs to raise the structures only, or
2. If the structures are demolished and reconstructed, our participation applied to your work will be based upon a mutually agreed estimated cost of raising the existing structures only.

This work as noted above may be programed with a FAI safety classification.

RECEIVED
SEP 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1968

I-5-3(85)171
7270

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1968

SUBJECT: Hawley Road and
Creswell OXings - Hwy. I-5
(Assignment 6834)

To:

Tom Edwards
Assistant State Highway Engineer
BUILDING

6434

You have received a copy of the inspection report on the subject structures dated August 22, 1968. Since this report, the Hawley Road structure has been struck three more times by high loads, causing damage to the exterior beams over the northbound lanes.

Due to the frequency of damage to these structures, it is recommended that they be raised to a minimum vertical clearance of 16 feet.

The southerly exterior beam over the northbound lane on the Hawley Road structure should be replaced. The beam replacement should be included in the contract for raising the structure.

It is my opinion that these structures have not been damaged to the extent that they need reconstruction.

E. S. Hunter
Maintenance Engineer

NOTED
TOM EDWARDS

GDA:hl

RECEIVED
SEP 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 27, 1968

SUBJECT: Hawley Road & Creswell OXings
Hwy. I-5
Inspection of Structures

To:
E. S. Hunter
Maintenance Engineer
OFFICE

The subject structures were inspected on August 22, 1968 by Al Rear, George Thornton, and G. D. Anderson.

"HAWLEY RD. UXING" - MP 149.15 - Br. #7862

All beams over the Northbound lanes have been damaged by high loads. The exterior beams have received the most extensive damage and it is apparent the two interior beams are carrying most of the span load. The two interior beams have been damaged, but the damaged section is not so deep and the reinforcing bars have not been pulled out of alignment.

There are separation cracks between the top of both interior and exterior beams and the deck, which indicates the possible loss of beam camber. Swiss Hammer readings indicate that the concrete in the beam patches has adequate strength, but the patches on the two interior and the northerly beams have a hollow sound when tapped with a testing hammer. This is evidently due to laminated concrete and can be expected of shallow surface patching.

This structure does not carry heavy traffic and this is probably the reason the beams do not show more loss of camber. Any further major damage to beams will probably necessitate the replacement of this span.

"CRESWELL UXING" - MP 135.57 - Br. #7739

The southerly exterior beams over both the northbound and southbound lanes have been damaged numerous times by high loads. The two interior and the northerly exterior beams have not been damaged and are in sound condition. The southerly exterior beams appear to have lost some camber. Patches on these beams appear to be of good quality, but sound hollow due to laminated concrete.

G. D. Anderson
State Bridge Superintendent

GDA:hl

Hunter

R Edwards
Merchant

MAINTENANCE ENGINEER
RECEIVED
SEP 3 1968
☐ ☐ AME ☐ AME ☑ OE ☐ AG
☒ ☐ ABS ☐ AA ☑ FILE ☐ TA

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
AUG 16 1968
FOR FILING

I-5-3(85)171
7270

Salem, Oregon
August 14, 1968

Mr. Ivan Merchant
Bridge Engineer

Mr. E. S. Hunter
Maintenance Engineer

We are in receipt of the attached teletype concerning the Hawley Road and Creswell Interchange structures.

Please make a thorough inspection of these bridges to determine if damage is sufficient as to require replacement.

Tom Edwards
Assistant State Highway Engineer

Attachment

TE:ja

cc/enc. Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe (enc.)
F. D. Morgan (enc.)
F. B. Crandall (enc.)
Dale Allen
C. T. Keasey

. RSM
PER MCE RSB 33 8-12-68 9.30AM

CRANDALL
INFO ANDERSON

GLEN CLARK

RE HAWLEY ROAD AND CREWELLXX CRESWELL BRIDGES. SINCE FEB 7TH WE HAVE THE FOLLOWING DATES THAT THESE BRIDGES WERE HIT. BOTH BRIDGES ARE HIT ON THE AVERAGE OF ONCE EVERY TWO WEEKS ACCORDING TO FOREMEN BUT THE ONLY RECORDS WE HAVE ARE WHEN CONCRETE MUST BE CLEANED UP. RECORES SHOW

HAWLEY	CRESWELL
7-9-68	7-9-68
7-31-68	
8-6-68	

BOTH EXTERIOR BEAMS AT HAWLEY HAVE NOW SUFFERED EXTENSIVE DAMAGE AND LIKELY CARRY VERY LITTLE LOAD. THE HANDRAIL AND OVERHANG HAE XX HAVE A NOTICEABLE LOSS OF CAMBER LAST DAMAGE EXX REQUIRED 2 CY OF CONCRETE TO REPAIR. FREEWAY TRAFFIC RESTRICTED TO ONE LANE NB FOR 6 DAYS AND NIGHTS DURING REPAIR.

DALE ALLEN

FG

04.--.4.

Copy for Edwards info
ESH

NOTED
TOM EDWARDS

8/15

RECEIVED
AUG 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 14 1968

I-5-3(85)171
7270

August 13, 1968

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
E. S. Hunter
F. D. Morgan
Ivan Merchant
F. B. Crandall
L. H. Young
Carroll T. Keasey

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Creswell Overcrossing No. 7739
M.P. 135.57 - I-5 and
Hawley Road Overcrossing No. 7862
M.P. 149.15 - I-5

Dear Sir:

Regarding the above structures, we have addressed you on previous occasions citing the impaired clearance situation and the repeated damage caused by overheight loads. For ready reference I attach a copy of our most recent communication of February 7 on the subject.

An up-to-date count on the number of times these structures have been hit is 20, which does not include instances that have resulted in only superficial damage. The most recent instance occurred August 6, 1968 at the Hawley Road Overcrossing, resulting in the most severe damage of any instance in the history of this situation. I attach photographic exhibits indicative of the damage sustained. This most recent incidence resulted in the complete exposure of the rebars and required two yards of concrete for repair. The time period for making repairs was six days, during which time northbound traffic was restricted to one lane.

Both exterior beams at the Hawley Overcrossing have now suffered extensive damage with handrail and overhang having a noticeable loss of camber.

The situation at both of these structures is becoming increasingly acute and we once again solicit your approval to raise these two structures enough to provide adequate vertical clearance.

Very truly yours,

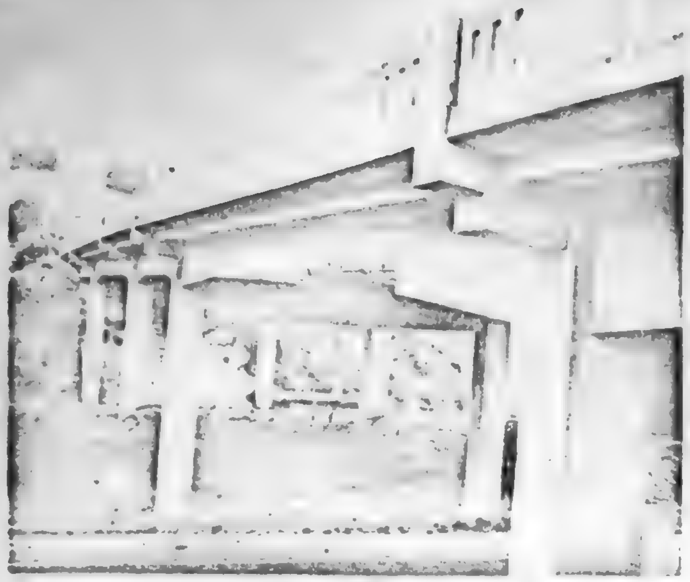
Forrest Cooper
State Highway Engineer

FBC:njc/TE:ja

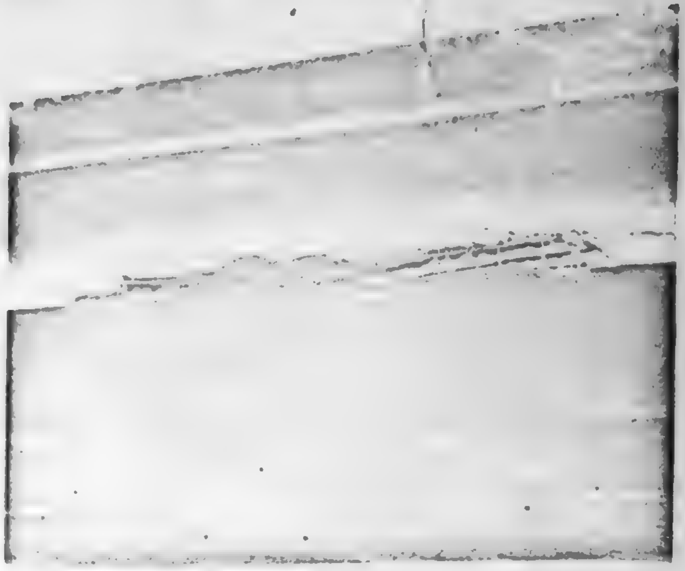
By

Enc.

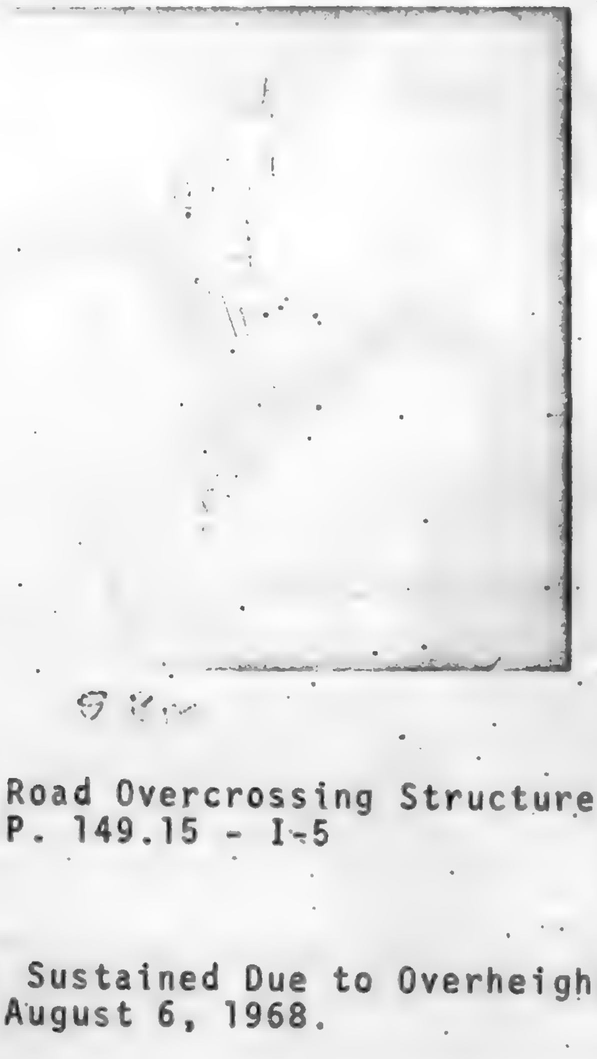
Tom Edwards
Assistant State Highway Engineer



S Bin.



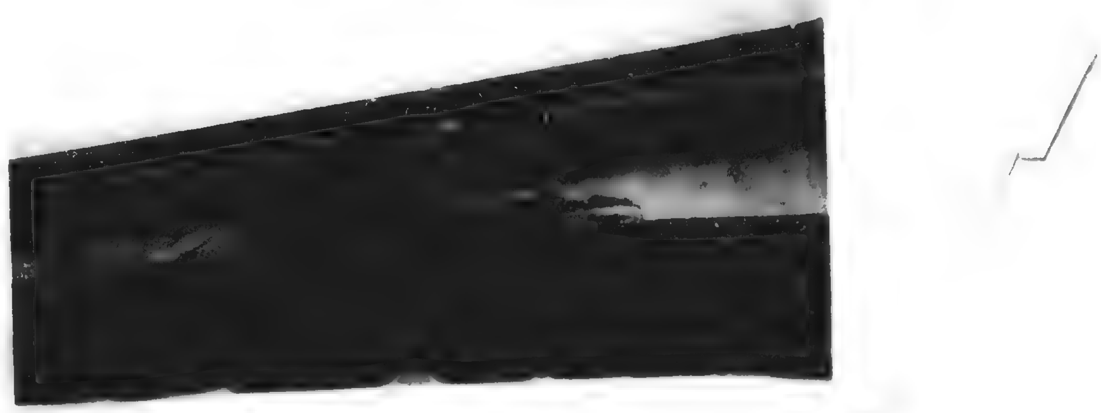
S Bin



S Bin

Hawley Road Overcrossing Structure
M.P. 149.15 - I-5

Damages Sustained Due to Overheight
on August 6, 1968.



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FEB 8 [illegible]

I-5-3 (85) 171
7270

February 7, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

On many previous occasions, both orally and in writing, we have requested Interstate participation for raising of the Springfield-Creswell Undercrossing, No. 7739, and the Hawley Road Undercrossing, No. 7862, on Interstate 5 at M.P. 135.57 and M.P. 149.15, respectively.

These structures were originally constructed with funds other than Interstate. They were constructed to a 15-foot vertical clearance. In development of the additional two lanes between Goshen and Divide, requests were made for raising structures -- some of which were granted and some of which were not. These two were not.

The actual construction attendant to developing the additional two lanes reduced the vertical clearance, northbound, to 14 feet, 6 inches. This occurred in 1962-1963. Since completion of revisions necessary to bring this section to full four-lane Interstate standards in 1962-1963, these structures have been damaged a total of 16 times. They are the only structures in the area with less than 15-foot clearance.

One of our previous requests was turned down by the Bureau for the reason that the loads which damaged the structure were illegal and the matter should be handled by policing. Such action is impossible.

In view of the emphasis on traffic safety generated by the collapse of the "Silver" Bridge recently, we believe it our responsibility to again bring to your attention the dangerous condition which exists at these two structures and ask again that you approve a request for raising them to clearances equal to the balance of the structures on the Interstate System. It is our feeling that the continued battering which these structures take from high loads will eventually result in an extremely serious accident.

Further, great sums of money are being expended to save the lives of motorists even though their involvement in accidents more often than not results from illegal operation on their part.

It is our feeling that it would be extremely embarrassing to attempt to explain any serious accident which might occur at the two structures in question in view of the current emphasis being placed on safety at the Federal level.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

enc. (2)

bc Forrest Cooper
R. L. Porter
[illegible] S. Klaboe
Victor D. Wolfe
E. S. Hunter
F. D. Morgan
Ivan Merchant
F. B. Crandall
L. H. Young
Carroll T. Keasey

20-31

FORM 8-90X—60M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1967

SUBJECT: Damage to Structures
Over Interstate-5

To:
Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

Herewith list of damage reports requested covering damage to the Springfield-Creswell and Hawley Road Overcrossings of I-5 caused by high loads striking the beams in the Northbound lanes:

SPRINGFIELD-CRESWELL UNDERXING #7739 Existing VCNB 14'6"
Hwy. I-5, M.P. 135.57 Existing VCSB 14'10"

Damaged	By	Cost
Aug. 9, 1963	R.A. Fulton	$225.
Sept. 5, 1963	Allen Bros.	500.
Sept. 14, 1963	Unknown	320.
Mar. 16, 1964	Unknown	600.
Oct. 5, 1964	John H. Cline	850.
Sept. 8, 1965	John R. Defoer	1000.
Oct. 26, 1966	Reeds Fuel Oil Co.	446. (Southbnd.)
June 12, 1966	Unknown	130.
Dec. 1966	Unknown	400.
Dec. 1966	Unknown	150.

HAWLEY ROAD UNDERXING #7862 Existing VCNB 14'6"
Hwy. I-5, M.P. 149.15 Existing VCSB 15'0"

Damaged	By	Cost
Jan. 3, 1962	Angell Bros.Const.	$1250.
April 1962	Unknown	500.
Aug. 13, 1962	Unknown	950.
June 1966	Unknown	315.
Aug 17 1967	Unknown	250
Dec 11 1967	Unknown	300

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY H. W. HUGHLETT

H. W. Hughlett
State Bridge Superintendent

copy to BPR
2-7-68

HWH:hl

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OCT 3 - 1967
FOR FILING

I-5-3(85) 171

7270

October 2, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

1971

Dear Sir:

Re: Creswell Interchange, Goshen-Cottage Grove Section, Pacific Highway, Lane County

By your letter of May 12, you approved removal and replacement of five structures on the Tualatin River-Hubbard Interchange Section of Interstate 5. This was to achieve both horizontal and vertical standard clearances.

There is also the problem of the Creswell structure which has been struck vertically no less than ten times. The guardrail protecting the columns from horizontal damage has been frequently hit (as reported by our District Maintenance Superintendent) although no reported accidents are available.

Let us quote from the correspondence from Mr. G. M. Williams to Mr. B. M. French, dated May 8, 1967, on which basis the five structures were approved:

> "We find that the five existing structures can accommodate two three-lane roadways with reasonably safe horizontal and vertical clearances provided guardrails are introduced. We also find that the situation would be much improved as measured by criteria of clearances and appearance as are being advocated and stressed by Public Roads and others, and accordingly find that it is proper to encourage the State to undertake the replacement work it proposes and to provide Federal-aid participation to the extent possible."

It would seem that the same criteria that caused approval of the five aforementioned structures would apply to the Creswell Interchange with its history of damages.

Since the structure at Creswell was constructed prior to the advent of the Interstate System, we request that it be approved for removal and replacement with Interstate funds to obtain the present standard of vertical and horizontal clearances.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK1971
F. D. Morgan
L. H. Young
L. R. Chandler
Tom Edwards

[illegible]
SEP 22 1967

FOR FILING
Const
Alt
Pac Hwy S

Sp.

1971

Salem, Oregon 97310
September 21, 1967

Creswell Interchange
Interstate 5

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention Mr. D. J. Barbee

Please once more rough draft a letter to the Bureau of Public Roads requesting Interstate participation in the complete removal of this bridge and reconstruction to modern standards or, if this is not possible, the alternate proposal of merely raising the structure.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Victor D. Wolfe

RECEIVED
SEP 13 1967
FOR

— F. B. Klaboe

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-3(85)171
7270

September 12, 1967

American Oil Company
5455 Wilshire Boulevard
Los Angeles, California 90036

Attention Mr. Bob Forsythe

File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County, Oregon

Gentlemen:

I have received a telephone request from one of your Portland, Oregon, engineers, Mr. Glenn D. Pugmire, asking for a clarification of some of the language which was used in the Conveyance of Access recently received by the State of Oregon, by and through its State Highway Commission, from Mr. and Mrs. Duane L. Coop of Creswell, Oregon. There appears to be some question as to what access rights were retained by the Coops.

The Conveyance of Access, which was executed by the Coops, releases all of their access rights to the relocated Springfield-Creswell Highway as well as to the two parcels which the Coops conveyed to the City of Creswell for public roadway purposes and further provides that the Coops property shall have "full rights of access to said roadways as conveyed to the City of Creswell at the Southerly terminus thereof; which is 40 feet south of the relocated Springfield-Creswell Highway south right-of-way line measured right angles therefrom".

It was intended by the above language, which I have quoted, to reserve unto the Coops the right to enter upon and depart from the above-mentioned roadways at the southerly terminuses or sides thereof. I am told that the connection of these roadways to the Springfield-Creswell Highway has been approved by the Highway Department.

I hope that the foregoing explanation sufficiently clarifies any ambiguities which you have found in the language used in the Conveyance of Access to the State and that the Coops can now proceed with the completion of their transaction with your company.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

A. J. VIDUCICH
Staff Attorney

AJV:bb
cc: Mr. Duane L. Coop
Mr. Glenn Pugmire
Mr. F. B. Klaboe
Mr. G. E. Rohde
Mr. A. D. Olson
Mr. L. W. Riley
Cascade Title Company

NOTED
F. B. KLABOE

RECE
SEP 12 1967
OFFICE OF
STATE HIGHWAY ENGIN

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FOR FILING

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Agenda
4C

Salem, Oregon
August 29, 1967

22330 - R/W 15373 R/W - 29484
File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County

1874

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. James R. Kuhn
Staff Attorney

Attached for further handling are two fully executed copies of a release of roadway easement to Duane L. and Dorothy Jean Coop covering land on the above-mentioned property.

A conformed copy of this agreement has been retained for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

RECEIVED
AUG 18 1967

FOR FILING

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R/W
Pac Hwy S

Spec.

1874

August 17, 1967

Oregon State Highway Commission

Gentlemen:

A Release of Roadway Easement for an 80-foot strip 450 feet long adjacent to the Springfield-Creswell Highway and in the southwest quadrant of the Creswell Interchange will be presented for your approval at the August 29 Commission meeting.

The release to Mr. and Mrs. Duane L. Coop of this easement, obtained in 1954, is in exchange for their conveyance of access rights to the property this easement was to serve and to their other abutting property. Future access will be by way of two future streets dedicated to the City of Creswell.

Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. R. Chandler

ADO:jr srb

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AUG 1 1 1967
FOR FILING

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SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 13, 1967

To: Mr. Lloyd Query
Secretary
Building

SUBJECT: File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County

F. B. Klaboe will present to the Highway Commission at its next meeting the exchange between the State Highway Commission and Duane L. Coop wherein the Commission will execute a release of a roadway easement in exchange for the conveyance of access executed by Mr. and Mrs. Coop.

He has been advised that this will be done at the meeting of the Commission on August 29 and has requested that it be delivered to him in my office on that date. Therefore, I would appreciate very much if the executed release could be brought to my office immediately following execution for delivery to him. I will personally be responsible for processing the release through the Right-of-Way Office so that our records can be properly completed. I will suggest to Mr. Coop that this document could be obtained in my office sometime after 2:00 p.m., August 29.

JAMES R. KUHN
Staff Attorney

NOTED
F. B. KLABOE

JRK:bb
cc: Mr. Duane L. Coop
Mr. F. B. Klaboe ✓

RECEIVED
AUG 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KEN[illegible] MEMBER
DAV[illegible] SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

I-5-3(85)171
! 7-2-70

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1967

Mr. Duane L. Coop
Route 1, Box 2
Creswell, Oregon 97426

File Nos. 22330 & 38143
Goshen-Divide Section
Pacific Highway
Lane County

NOTED
F. B. KLABOE

Dear Mr. Coop:

Enclosed is an original and one copy of a Conveyance of Rights of Access, the original to be signed by you and your wife and returned to us. By this document you are releasing all rights of access between your property as described on page 1 of the instrument and the Springfield-Creswell Highway easterly of Engineering Station 6+01.17 and also between your property as therein described and the two parcels you are conveying to the City of Creswell for roadway purposes. The document also provides that the remaining property shall have full rights of access to the two roadways conveyed to the City at the southerly terminus thereof.

Before this document is signed, you should complete the bottom of page 1 by inserting therein the recording data of the two deeds to the City of Creswell. These two deeds are the original deed for the 10 feet and then the deed which you are now giving to the City. If you desire, you could give us this recording information and we will complete the document. The original of the conveyance should be sent to us after executing before a notary public who will use the acknowledgment as provided on page 2.

The deed to you recorded February 6, 1961, Instrument No. 22538 is subject to the rights of the Mountain States Power Company for a substation site pursuant to a Lease Agreement dated in August of 1951 with the Pacific Mill Company. If this lease is still in effect, please advise and we will send you the necessary release form for them to sign. If this lease is no longer effective and they have no further interest, please give us the necessary information to satisfy the title company that the lease has expired and that the Mountain States Power Company has no interest in your property. Also, our agents indicated that part of the property affected by the release of access was leased for an auto sales lot. If this lessee or any other persons are in possession of the property affected by the release of access, please advise and we will forward to you the proper release forms.

We also enclose the form of Release of Roadway Easement which will be used by the State Highway Commission to release the easement across your property which was obtained by the State Highway Commission on October 15, 1954. Please advise if this release meets your approval.

After being notified that the deed to the City of Creswell has been recorded and upon receipt of the executed Conveyance of Rights of Access and any other releases necessary, we shall submit the original of the Release of Roadway Easement to our State Highway Commission for formal approval and execution. At that time the original of the release will be sent directly to you for recording.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
Encls/ Conveyance
Release

cc: Mr. F. B. Klaboe
Mr. A. D. Olsen
Mr. L. W. Riley
Mr. Maynard Wilson

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 31 1967

I-5-3(85)171
7270

July 21, 1967

Mr. Duane L. Coop
Route 1, Box 2
Creswell, Oregon 97426

Dear Mr. Coop:

As discussed with Mr. G. V. Cregan of American Oil Company, I am enclosing a copy of Inter-Department Correspondence dated June 15, 1967, from Mr. F. B. Klaboe, Assistant State Highway Engineer, to Mr. James R. Kuhn of our Title Section setting forth the necessary chain of events to finalize the establishment of your accesses at Creswell Interchange.

I am sure you realize that formal approval will be needed from the Highway Commission before this transaction can be finally completed. No problems are anticipated in this.

Very truly yours,

Forrest Cooper,
State Highway Engineer

By A D Olson

A. D. Olson
Urban Engineer

NOTED
F. B. KLABOE

ADO:nn

Enc.

bc: F. B. Klaboe (with enc)
F. D. Morgan " "
James R. Kuhn " "
L. R. Chandler " "

Fred —
(cleared w/ Porter before sending this out)
ADO.

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1967

FOR FILING
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R/W
Pac Hwy S
tp

Salem, Oregon 97310
June 15, 1967

Mr. James R. Kuhn
Title Section
BUILDING

Coop Access, Creswell
Interchange, Springfield-
Creswell Highway
Lane County

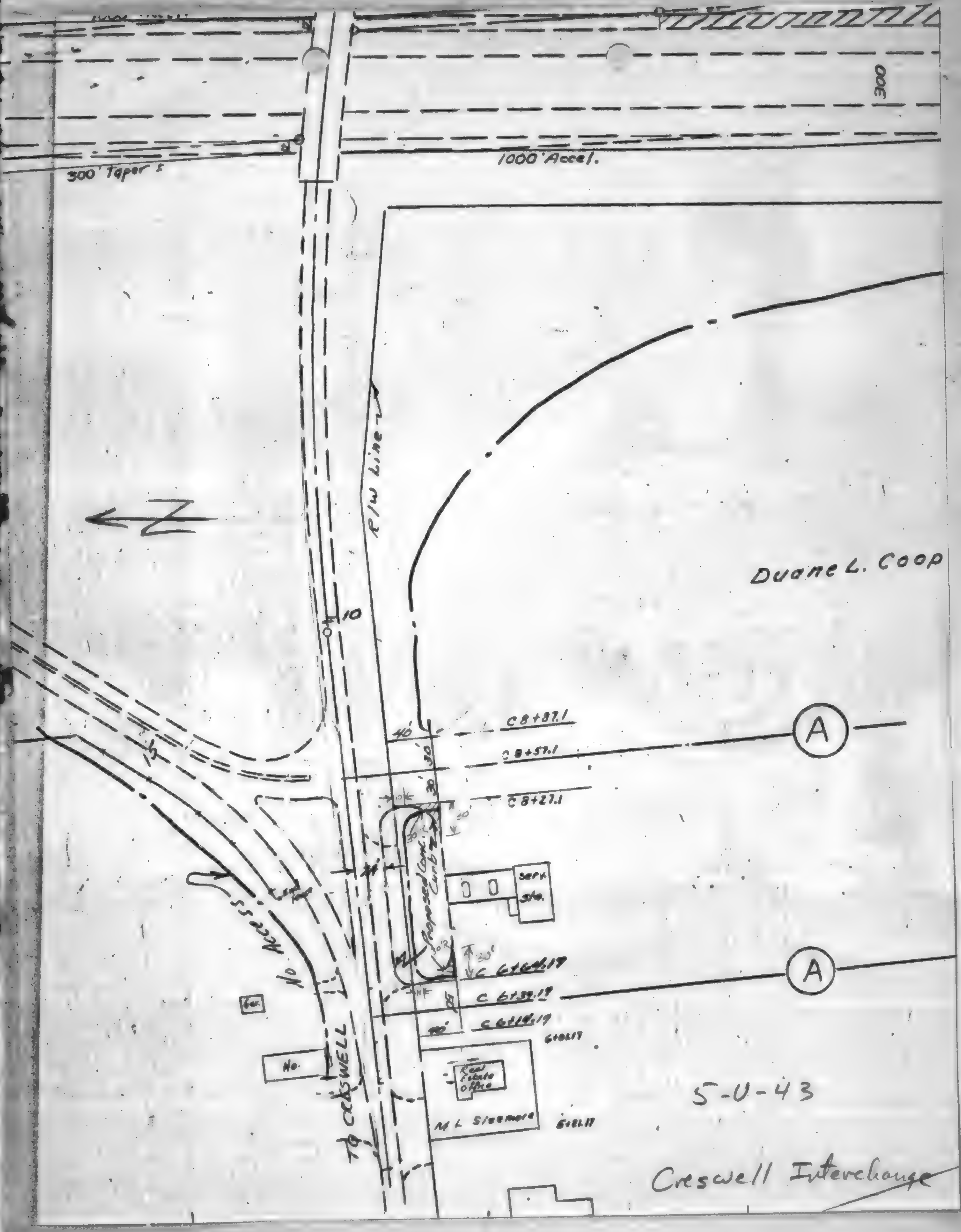
As discussed with Mr. Olsen of the Urban Design Section, we wish to prepare the necessary documents so that Mr. Duane Coop of Creswell can dedicate to the City of Creswell the necessary right-of-way to accomplish the approach plan indicated on Urban Design drawing 5-U-43 (xerox copy of a portion attached). Not only will the normal 50-foot and 60-foot streets be dedicated for a distance 40 feet southerly of the right-of-way line, but also the areas indicated in red so that the curb radii, as shown, may be constructed and access controlled along that line.

When these areas have been dedicated by Mr. Coop, we will then be in a position to obtain an agreement with him eliminating all his rights of access to the Springfield-Creswell Highway and limiting his rights of access to these public streets 40 feet southerly of our present right-of-way line. This will eliminate the necessity of the existing roadway easement along the Springfield-Creswell Highway and, in exchange for his access rights and relinquishment of any obligation which might be attached to the easement, we can abandon the easement.

If you have any questions, please contact me so that this matter may be finalized.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
Enc.
cc: F. D. Morgan
L. E. Chandler (Enc.)


1000' Accel.
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300' Taper
1000' Accel.
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R/W Line
Duane L. Coop
10
C 8+87.1
40'
30
C 8+57.1
A
30
10
C 8+27.1
30
30' R
Proposed Conc. Curb
24
Serv. Sta.
30' R
30'
C 6+64.19
C 6+39.19
A
10
30
40'
C 6+14.19
6+02.17
No Access
Gar.
No.
TO CRESWELL
Real Estate Office
M L Sizemore
6+22.11

5-U-43

Creswell Interchange

FORM [illegible] 7-66

RECEIVED
JUL 31 1967

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7270

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
~~[illegible] SIMPSON, MEMBER
PORTLAND~~
Fred W. Hill, Member
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1967

Mr. Duane L. Coop
Route 1, Box 2
Creswell, Oregon 97426

File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County

Dear Mr. Coop:

Enclosed is a revised deed covering the area that you wish to dedicate to the City of Creswell for roadway purposes. Also enclosed is a photocopy of our right of way map upon which I have colored in yellow the area included within the deed.

Before this deed is recorded, you will need to complete the first page by filling in the reel and instrument number of the original deed to the City which is of course excepted in this description. You will also note that there is reserved unto yourself, your heirs and assigns the 10 foot easement for utilities as you have requested.

When this has been executed and delivered to the City, it should be recorded in the County deed records. At that time please advise me so that I may complete the documents necessary for you to relinquish access and for the State to release their easement as agreed.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

NOTED
F.B. KLABOE

JRK:djg
Encls/ Deed
Map

cc: Mr. F. B. Klaboe
Mr. A. D. Olson
Mr. L. W. Riley
Mr. Maynard Wilson

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1967

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNE[illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(85)171
7270

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1967

Ms. Lois G. Howne
City Recorder
City Hall
Cottage Grove, Oregon 97124

File No. 21232
Goshen-Divide Section
Pacific Highway
L.I.D. #11 - Harvey Road
(Sheet 70)

Dear Ms. Howne:

This is in connection with the statement received in the amount of $1909.84 claimed due for a sewer assessment on property owned by the State Highway Commission.

I believe the matter was fully explained in two previous letters to the City from Mr. G. E. Rohde, our Chief Counsel. As was explained in these letters, copies of which I enclose, this property is part of the highway right of way of the Federal Interstate System and is not subject to assessment for sanitary sewers. Therefore, unless we hear from you setting forth the legal basis of the assessment, we shall consider the matter closed.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JAMES R. KUHN
Staff Attorney

JRK:bb
Encls.

cc: Mr. Maynard Wilson
Mr. G. E. Rohde
Mr. F. B. Klaboe
Mr. H. S. Cox

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
~~DAVID B. SIMPSON, MEMBER~~
PORTLAND

Fred W. Hill, Member
Helix

I-5-3(85)171
7270

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 15, 1967

Mr. Dunne L. Coop
Route 1, Box 2
Creswell, Oregon 97426

File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County

Dear Mr. Coop:

Pursuant to your telephone call, I am enclosing a photocopy of our right of way map in which there has been indicated in red the area covered by the latest deed description. The engineers, in making up this map, superimposed it upon our right of way map rather than your map as you had requested. Evidently they have either misplaced it or did not have a copy of this map. I think, however, that the enclosed map is adequate to show you the area covered by the deed.

I also had a discussion with other members of our staff for suggestions of alternative means of handling the problem. All agree that if the Department desires to control access for 40 feet inside your property with a radius curve on the inside boundaries as shown on the enclosed map, then this is the best procedure. The only other alternatives would be to dedicate to the public or city the entire 40 foot strip from the west boundary of the westerly strip to the east boundary of the easterly strip to which access would be released and obtain road approach permits to use the area necessary; or to dedicate an 80 foot strip on the west and 90 foot on the east and obtain road approach permits. I assume these two alternatives are unacceptable to both you and the city since this requires even more area to be dedicated.

Again, may I emphasize to you that I was not a party to any of your negotiations with our Department and, therefore, am without authority to conclude any agreement with you in connection with this transaction. If you have any questions concerning such an agreement, I again suggest that you discuss the matter with the representatives of the Highway Department with whom you have been in contact.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

OTED
B. KLABOE

RECEIVED
JUN 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JRK:djg
Encl/ Map

cc: Mr. F. B. Klaboe
Mr. A. D. Olsen
Mr. L. W. Riley
Mr. Maynard Wilson

FORM 2-133

REC[illegible]
JUN 5 1967
FOR F[illegible]

COMMISSIONERS
GLE[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WAS[illegible]
DAVID B. SIMPSON, MEMBER
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-3(85)171
7270

June 1, 1967

Mr. Duane L. Coop
Route 1, Box 2
Creswell, Oregon 97426

File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County

NOTED
F. B. KLABOE

Dear Mr. Coop:

Following my telephone conversation with you I prepared a new form of Bargain and Sale Deed from you to the City of Creswell. You will note that on page 1, a little more than halfway down, there is reserved to the grantors, their heirs and assigns a utility easement. I sincerely hope this will meet with your approval.

After again talking with our Construction Department, I was advised that the inside boundaries of the two streets contain a radius curve beginning approximately 10 feet southerly of the highway right of way. If we are to maintain access control for a depth of 40 feet, such a radius curve would violate the terms of the access restrictions.

Since it appears to be the intent to control the access around the radius curve to a point 40 feet southerly of the highway, it will be necessary that you dedicate this additional area as a city street. Therefore, the enclosed deed has a revised description which follows the radius curve on the inside boundaries of the dedicated streets rather than running perpendicular to the highway.

If this is not your intent or if you want further explanation, please give me a call.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

JRK:djg
Encl/ Deed

cc: Mr. F. B. Klaboe ✓
Mr. A. D. Olson
Mr. L. W. Riley
Mr. Maynard Wilson

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JUN 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-120
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND
~~Fred W. Hill, Member~~
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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JUN 1 - 1967
FOR FILING

I-5-3(85)171
7270

May 26, 1967

Mr. Duane L. Coop
Route 1, Box 2
Creswell, Oregon 97426

File No. 38143
Goshen-Divide Section
Pacific Highway
Lane County

Dear Mr. Coop:

I have been requested by our Construction Department to review a deed from you and your wife to the City of Creswell for two city streets. The description indicates that you have conveyed only a street 10 feet in length measured from the South right of way line of the Creswell-Cloverdale State Highway. According to our Construction Department, there must be a minimum of 40 feet of access control from the Southerly line of the highway. Since the State does not have authority to control and regulate access between an owners remaining property except to a public road, there must be an additional conveyance to increase the length of the streets to 40 feet.

At their direction, I have prepared and enclose a deed from you and your wife to the City of Creswell which would convey this additional 30 feet in the street. The description itself provides for streets 40 feet in length but then excepts out the portion previously conveyed. Since I did not have the recording data, this would need to be completed before the deed is executed and delivered to the City.

As I stated, I was not a party to any of your negotiations with our Administrative and Construction Departments and, therefore, have merely followed their directions in the preparation of this additional conveyance. If you have any questions, I would request that you discuss them with our Administrative and Construction Departments.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JAMES R. KUHN
Staff Attorney

NOTED
F B KLABOE

To be [illegible]
JRK.

RECEIVED
MAY 31 1967
STATE HIGHWAY ENGINEER

JRK:djg
Encls/ Deed

cc: Mr. F. B. Klaboe ✓
Mr. A. D. Olson
Mr. L. W. Riley
Mr. Maynard Wilson

FORM 2-123X 80M 7-66

RECEIVED 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(85)171
7270

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon

Re: Pacific Power & Light Company
Utility Easement
Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway-Lane County
Project No. I-5-3(60)175

Dear Sir:

Herewith you will find two copies of a sketch map prepared by Pacific Power & Light Company showing the additional easement they will require for the proposed relocation of their facilities which is also shown on the sketch.

The proposed relocation would bring existing power line facilities into conformance with interstate standards as well as to adjust a conflict with construction.

The adjustment of PP & L's facilities, as approved by your letter of September 12, 1966, was made to conform with the access control that existed at the time our Staff Attorney's letters dated March 4 and 7, 1967 were sent. The access control has since been changed and PP & L's facilities now reside within the controlled area.

The State will not participate in the cost for relocation of facilities in the northeast quadrant of the interchange as these are to be adjusted for the convenience of the property owners. We do expect to reimburse PP & L for the second relocation of their facilities in the southeast quadrant which are covered by our Permit X-11372.

The easement is estimated to cost $5000. Your authorization to proceed with the acquisition of this easement is requested.

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F.D. Morgan
Construction Engineer

By Julius

for T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: F.B. Klaboe
V.L. Gallagher (2)

Rec.

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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MAY 11 1967
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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 1, 1967

1514

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Coop Access - Creswell Interchange
Goshen-Divide Section
Pacific Hwy - Lane County

NOTED
F. B. KLABOE

Dear Mr. Parsons:

Herewith the preliminary layout sheet on the Creswell Interchange showing proposed accesses to the Duane Coop property at Stations 6+39.17 and 8+57.1 in the southwest quadrant.

If this meets with your approval, please sign the revision note of May 1, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Enclosure
DNS:jr

cc: F.B. Klaboe w/attachments ✓

Sheet approved
5-1-67

March 11, 1967

Routing
Barton
Walker
Glenn
Swan
Olsen

RECEIVED
1967
CONSTRUCTION
DIVISION

Mr. F. B. Klaboe
Assistant State Highway Department
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

Regarding our meeting, in your office, on March 9, 1967, a friend of mine, who is a retired Judge, was good enough to interpret for me the meaning of Document No. 17051, in particular the last three paragraphs. His personal opinion is this:
"That nothing man can conceive, regardless of shape, size, temporary or permanent can be placed on this 0.66 acre deeded to the Highway department to construct a road on that would limit me in any way to ingress and egress on part or all the remainder of my property abutting on the southerly side."
so, Mr. Klaboe, because of the long length of the ramp going east you have restricted my access approximately 200 feet, which raises a question of damage to my property.

Concerning your letter dated February 2, 1967, I realize you were unaware of all it's contents, particularly the last three paragraphs, above your signature. My comments on the above mentioned paragraphs are as follows; In January of this year, myself and a Mr. Simonsen, met with Mr. Adrian Olsen, in his office, for the purpose of discussing the two entrance ways into my property. At that meeting, Mr. Olsen's **main** concern was that we could cause most of our travel to flow in and out of the East road to and from the freeway, as he pointed out this would eliminate a left turn across traffic lanes and tend to provide a cross road travel in a Northerly direction back to the freeway. So, I went to the trouble of securing three curb cuts from American Oil Company, so traffic could return on the east side, Mr. Klaboe, I can further explain this at our meeting. So, I was completely astounded to learn that he felt that he had the authority to dictate to me as to how I can best utilize my own property, and his attempt to limit the use of our own roads of entry, a total distance of over 270' feet frontage plus 100 feet on each side of the East road and 80 feet each side of the West road which is 360 feet more, or a total of 730 feet. Personally, I feel Mr. Olsen has far overstepped himself in this matter. I also believe because of the time he has spent on your negotiations, he feels he must steal something from my property to justify his wages,- knowing also he is in a position to persuade the Department Public Roads people to go along for or against this issue, as he wishes; because this is such a small matter

Copp visited office 4-28-67

Rec'd 3-14-67

that it must be only a conversation piece, for I know he has problems in Medford, Salem, Portland, and other areas that far over shadow this problem of mine.

Mr. Klaboe, the city of Creswell's only intentions in this matter are to secure two entrance ways, their depths do not concern them at all, as this is commercially zoned, and our development plat, of which Mr. Olsen has a copy, has been accepted by the city planning commission. Therefore, Mr. Olsens proposal was simply ridiculous.

Also, Mr. Klaboe, I have not given up the idea of damages for controlling, limiting, or restricting the remainder of my frontage; but I do feel you and I are getting much closer on the right tract towards a solution, therefore these are my requirements-

1. Securing only two entrance ways at points indicated on our maps, of which we already have, granted in document 17051, November 9, 1953.

2. Highway department to show cause for holding on to easement No.40780, as its intended use has been relinquished with the consolidation of my property and E. T. Bates property, so this easement to pass to and from my own property within my own property has no value and must be terminated.

3. Consideration for approximately 270 feet of frontage being restricted and limited to no access.

Mr. Klaboe, I am pleased that you and Mr. Porter, and a few others are still from the old school , as you have maintained your self respect and diginity throughout this long period of time, so far as I have been able to observe, and I feel that you are desirous to be reasonable in this matter, as you have undoubtedly ~~have~~ been in other matters. For which I feel very apprciative. So, I feel satisfied we can settle our differences, if you can squeeze the time into your already over crowded schedule, if you can meet with me once again, I would be able to meet with you most anytime, also with one of your Right of way men, perhaps John Oakes, as American Oil Co. says he is A OK, and one man from your legal department, so at this meeting we can get down to business and conclude our two years of negotiations, or prepare them for someone higher up.

Sincerely,

D L Coop

Duane L. Coop
Rte 1 Box 7
Creswell, Oregon

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Salem Office
April 17, 1967

Coop Access
File No. 38143

Mr. F. D. Morgan
Construction Engineer
Building

NOTED
F.B. KLASCE

Attention: Mr. A D. Olson

Your letter directed to G. E. Rohde, Chief Counsel, asked several questions regarding the access of the Coop property to the Springfield-Creswell Highway. This has been the subject of numerous opinions expressed by the Legal Department, especially one by Frank McKinney on January 24, 1967, a copy of which is attached. I am giving him a copy of this reply so that he may have an opportunity to comment on it if he desires.

1. First you asked our comment on the question of whether the deed from Pacific Mill Co., Inc., to the State restricted the access from its remaining property to the Springfield-Creswell Highway in any way. The original deed from Pacific Mill under our file number 20511 dated November 9, 1953, for widening the Springfield-Creswell Highway contains the following: "Provided, however, that nothing herein contained shall be construed to limit or restrict access to or from the roadway to be constructed upon the tract hereby conveyed and the remainder of the grantor's property abutting on the Southerly side thereof." The effect of this deed is to reserve to Pacific Mill full common law abutter's rights of access.

Subsequently on October 15, 1954, under our file number 22330, the State acquired a perpetual easement for a service road. Neither the easement deed or the negotiations indicate any intent to restrict the access between the Pacific Mill's remaining property and the Springfield-Creswell Highway. This appears to be the case even though crossing the easement to get to the highway might be required. This is not to say that when, and if, the State uses the easement for the purpose for which it was conveyed, that the State could not exercise some control in this regard under the police power; but as a matter of legal rights, no abutters rights were lost as a result of the grant of easement.

2. You asked if the State must show cause for holding the easement. I must answer this in the negative except for one small qualification. The easement is "a perpetual right, license and easement for a service road", evidenced by a recorded document, granted for a valuable consideration and it is of record in the county records as an encumbrance against this title. Mere non-use does not constitute an act of abandonment of the easement. Review of the nature of this easement was made by Mr. McKinney who stated that it was for public use as a service road. This right continues until released by the State or its use discontinued with the intent to abandon by the State.

The one exception, of course, is the right of the owners to file suit against the State to clear what they would allege to be "a cloud on their title". The burden would be upon them to prove either that the rights have been abandoned, or that it constitutes a private easement appurtenant to land they now own. You indicated in your letter that they claim that it is an easement appurtenant and has merged into their title. There is no basis for such an argument since the State has never intended that the title would pass from the State to a private owner. In fact, there is serious question that the State would have authority to acquire such a right. This is fully discussed in Mr. McKinney's memorandum. If, on the other hand, the owners were able to prove a prima facie case of abandonment, then the burden would shift to the State to show that the rights therein acquired have not been abandoned.

3. You state that your recent discussions with Mr. Coop are based on approaches to two roads to be dedicated as 60 foot streets to the City of Creswell. You asked if the State has authority to control access along these dedicated streets to a depth of 100 feet and 60 feet respectively from the southerly right of way line of the Springfield-Creswell highway.

Since this is a part of the interchange system of Interstate 5, the right of the State to acquire access would be controlled by ORS 374.035. This provides: "The State Highway Commission may, in the name of the state, acquire by agreement, donation or exercise of the power of eminent domain, fee title to or any interest in any real property, including easements of air, view, light and access, which in the opinion or judgment of the commission is deemed necessary for the construction of any throughway, the establishment of any section of an existing state road or highway as a throughway or the construction of a service road." (Emphasis added)

If, as a matter of fact, the owners dedicate two streets to the City of Creswell and connect them to the highway at the stations mentioned, and if it is necessary that access thereto to a depth of 100 and 60 feet be restricted as a part of the establishment of a throughway, then the above section authorizes the State to acquire such access. Procedurally this should be accomplished by a release of access executed by the abutting owner to the State releasing all his right of access to these designated streets for the desired depths. This should be done either contemporaneously with or immediately following the dedication of the streets and the acceptance thereof by the City.

JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. F. C. McKinney

Attachment

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OFFICE OF
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FORM 2-20 10M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1967

SUBJECT: File 20512 - Bates
22330 - Pacific Mill
38143 - Coop

To: MEMO TO FILE

L

Subject property is now owned by a Mr. Duane Coop and the State is negotiating to control all access thereto except for one unrestricted reservation at Station C8-57.1. Mr. Riley's letter dated March 29, 1966, and addressed to Mr. Moehring indicates in part Mr. Coop's desire to have the State relinquish its easement on subject property acquired under File 22330 for the purpose of providing a service road as access to File 20512. Wording in the option states, "Anything to the contrary notwithstanding this option is given for an easement for the construction and maintenance of a service road."

The Final Judgment for File 20512 - Bates (L-2103) made no specific mention of this easement or the State's obligation to build and maintain a road thereon. However, as the attorney to whom the case was assigned for trial, I can state that some obligation was understood at the time of trial to the effect that the Bates property would have access to a public way, as otherwise it would have been landlocked.

The Bates property did retain access rights to the Creswell-Springfield Highway but the very nature of our construction made an effective landlocking of the remainder, physically if not legally. The originally proposed joint use approach at Station 10+50 (common Bates and Pacific Mill property line) was not acceptable to Pacific Mill, primarily because of its steep grade. Need for the replacement of adequate access to Bates, as well as use by Pacific Mill, was required unless compensation was paid.

Correspondence in file indicates that a roadway upon said easement was built and paid for by a tenant of Pacific Mill, and said roadway was being used by both parties. It further points to State's intent to realign and maintain this roadway. (See Memo to File 20512 dated October 1, 1954).

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A subsequent letter to H. G. Smith, dated February 15, 1955, further interpreted easement's purpose as being for a service road, subject to public use, and referred to the responsibility of future maintenance.

Assuming the foregoing established the State's obligation to build and maintain a service road, even though such obligation has never been fulfilled or demanded, it becomes obvious that the present taking under File 38143, whereby the existing privately built "service road" will be closed, will renew the prior obligation, at least insofar as re-establishment of access within the easement and easterly of Station C8+57.1 to the former Bates property is concerned.

It should also be shown that although the remainders of prior takings are later consolidated into a single ownership, this fact alone does not alter or lessen the State's prior obligations. Therefore, it would appear advisable at this point to relinquish the easement in question to Mr. Coop in consideration of an unconditional release from construction and maintenance of the service road.

While it would be well to negotiate for the return of monies paid under File 22330 for the easement, Mr. L. Holt, in his letter to C. W. Enfield dated September 9, 1954, clearly showed that these monies were in excess of market value and were then justified as a means to mitigate the much greater damage of landlocking the Bates property. I concur in this and believe that any negotiated settlement reached over and above the desired release of State obligation's would merely be a lessening of the previous mitigation costs incurred.

G. E. ROHDE
Chief Counsel

Frank C. McKinney
FRANK C. McKINNEY
Assistant Counsel

FCM:pjh
cc: L. W. Riley
D. H. Moehring
Milner Mead
G. E. Rohde

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MAR 24 1967

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1967

Coop Access - Creswell Interchange
SUBJECT: Pacific Highway - Lane County

To:

Mr. George H. Rohde
Chief Counsel
Building

NOTED
F. B. KLABOE

Enclosed are copies of our right of way map and the deed data for our original purchases in the area now owned by Mr. Coop.

Originally, we purchased a strip of property along the Springfield-Creswell Highway from Pacific Mill Company for the widening and raising of that highway to go over the freeway. Access was controlled to the freeway but not to the relocated Springfield-Creswell Highway. We then obtained the Roadway Easement which was an 80-foot wide strip along the easterly 445 feet of Pacific Mill's frontage onto the relocated Springfield-Creswell Highway. By condemnation, we obtained land from Bates for both the relocated Springfield-Creswell Highway and for the relocated Pacific Highway. Access was controlled to the relocated Pacific Highway.

Mr. Coop now owns the property originally owned by Pacific Mill and the Bates property, and in our attempted negotiations with him has stated that our original deed from Pacific Mill specifically allows him access full length along that property, and further, that the Highway Department must show cause to retain the Roadway Easement since he now owns all the property which would be served by the service road.

Our most recent discussions with Mr. Coop have been based on two approaches, approximately as indicated on the attached sketch, with the right of way for them to be dedicated to the city of Creswell; that is, a strip 60 feet wide and extending 100 feet southerly of our right of way at Station C 8+57.1, and a strip 50 feet wide and extending 80 feet southerly of our right of way at Station C 6+29.17, would be dedicated to the city of Creswell as part of the annexation procedures that they are processing. It was our intent to control access along these proposed streets for the 100 feet and 80 feet of dedication.

Your comments would be appreciated on the following points:

1. Does our original deed from Pacific Mill grant unlimited access, at the owner's desires, etc?

2. Do we need to show cause for holding this easement? It gives us building setback if nothing else.

3. Can we control access out on such a dedication as we suggest, or along any private or public road not under our jurisdiction and, if not, is there a way we can?

Your early review of this matter is requested. If you have any questions please contact me.

F.D. Morgan
Construction Engineer

By

A.D. Olson
Urban Engineer

ADO:jr
Attach

cc: D.H. Moehring
F.B. Klahoe

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MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

of the annexation procedures that they are processing. It was our intent to control access along these proposed streets for the 100 feet and 80 feet of dedication.

Your comments would be appreciated on the following points:

1. Does our original deed from Pacific Mill grant unlimited access, at the owner's desires, etc?
2. Do we need to show cause for holding this easement? It gives us building setback if nothing else.
3. Can we control access out on such a dedication as we suggest, or along any private or public road not under our jurisdiction and, if not, is there a way we can?

Your early review of this matter is requested. If you have any questions please contact me.

F.D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

ADO:jr
Attach

cc: D.H. Moehring
F.B. Klaboe

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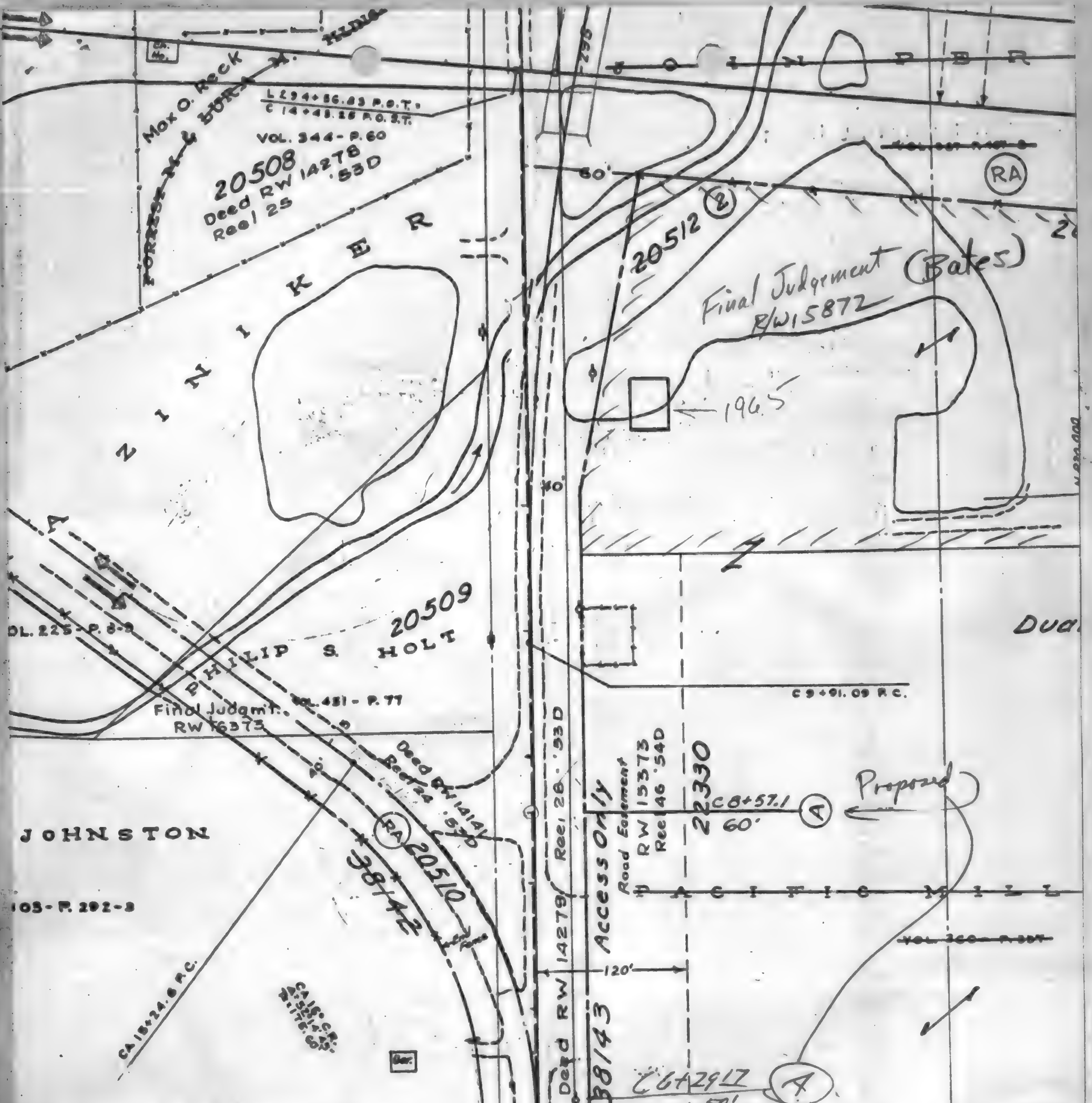
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER


Max O. Rock
Forrest M. & Dora M. Hi
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VOL. 344 - P. 60
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VOL. 225 - P. 8-9
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Reel 24 '57D
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JOHNSTON
103 - P. 292-3
Reel 28 '53D
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Road Easement
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Reel 46 '54D
22330
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VOL. 360 - P. 307
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MAR 21 1967

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 13, 1967

SUBJECT: Coop Access
Creswell Interchange
Pacific Highway

To: MEMO TO THE FILE

I was in attendance on March 9 in the office of Mr. F. B. Klaboe, Assistant State Highway Engineer, with Mr. Klaboe, Mr. Adrian Olson, Urban Engineer, and Mr. and Mrs. Duane Coop. They had arranged this meeting with Mr. Klaboe for this date at 1:00 P.M. Mr. Coop was attempting to lay the groundwork for clearing the title of a road easement which lies on property which he owns the fee title to. Mr. Coop at this time claimed ignorance of the fact that, under the proposal presently being studied of the two public accesses, that access would be completely restricted other than at the end or that portion lying outside of the present road easement. He also was fishing for contributions from the Highway Department for a portion of the improvements. After hearing the arguments, Mr. F. B. Klaboe informed the Coops that he would restudy the problem and inform them as to his findings.

I believe that the Highway Department is not interested in paying a portion of Mr. Coop's development costs but that the Highway Department is unable to require Mr. Coop to curb the frontage as originally requested by Mr. D. J. Sage. Mr. Coop was informed by Mr. Klaboe that if the curbs were not constructed, we would be forced by other methods to insure that wide open access was not allowed. This might take the form of fencing, stakes, or graded ditch.

JBBoyd
J. B. BOYD
Assistant Division Engineer

JBB/cw
cc F. B. Klaboe ✓
F. D. Morgan
D. J. Sage
L. W. Riley

NOTED
F. B. KLABOE

RECEIVED
MAR 13 1967
FOR FILING

I-5-3(85)171

7270

March 10, 1967

Mr. Maynard Wilson
City Attorney
City of Creswell
11 South Sixth Street
Cottage Grove, Oregon 97424

Dear Mr. Wilson:

Re: Duane Coop Access, Creswell Interchange, Pacific Highway

In discussion with Mr. Coop yesterday in my office, I was advised that the matter of access to the roads which he is to dedicate to the City is not clear.

It was our intent in establishing these as public roads rather than private approaches, that there would be no points of conflict within the area of dedication. Development should be such that road approaches to these streets would be south of this dedicated right-of-way. This is to attempt to insure that no turning movement will be made close enough to the intersection that traffic might be backed up into the intersection.

I attempted to convey this fact to you and Mr. Coop in my letter dated February 2 but am advised that this was not clear. If you have any questions, please contact me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

ADO:jr srb

cc: Mr. Duane Coop

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FEB 8 - 1967
FOR FILING

Corres
R/W MAYNARD WILSON
~~[illegible]~~
Pac Hwy 5

Spec

Phone 942-2123

MAYNARD WILSON
ATTORNEY AT LAW
11 South Sixth Street
COTTAGE GROVE, OREGON 97424

February 6, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. B. Klaboe,
Assistant State Highway Engineer

Dear Sirs:

With reference to your letter of February 2nd, I have taken up the various questions with Mr. Coop. He is correct in stating that the City will begin its necessary procedures to complete annexation of his Creswell interchange property at its regular meeting February 13th and we should eliminate the various problems still existing before the annexation is completed which will require 30 days from then.

I am not acquainted with the Easement which you indicate should be shown as an exception on the dedicated streets. Mr. Coop, however, indicated to me that this Easement should not be cancelled since the two accesses deeded to the City should take care of the access problem. I will be glad to work with you on any necessary documents to cancel this easement.

You mentioned a slight difference in the description of the easterly strip of land to be deeded to the City. Mr. Coop's engineer was not apparently aware of your Engineer Station mentioned in your letter and we are taking this up with him immediately and he will see that the description is corrected.

With reference to the 13 foot gap between the Sizemore property and the westerly roadway easement, this area is to be used for the utilities, sewer line, power line and water lines and all of the area will be required for these purposes. It is our feeling that it should remain as it is unless there is some other reason for it being changed.

If there are any other additional problems or if my letter has raised additional questions would suggest that we have a meeting with Mr. Coop, a representative of the City and yourself at your very earliest convenience so that all of the problems may be disposed of.

Yours very truly,

Maynard Wilson

MAYNARD WILSON
City Attorney for Creswell

2-8-67
copy to
Morgan —
Pl handle.

MW:np

RECEIVED
FEB 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
FEB 2 - 1967

FOR FILING

Corres

R/W

Pac Hwy S

Spec

1221

February 2, 1967

Mr. Maynard Wilson
City Attorney
City of Creswell
11 South Sixth Street
Cottage Grove, Oregon 97424

Dear Mr. Wilson:

We have been furnished a copy of your letter of January 24 to Mr. Duane L. Coop in regard to requirements in connection with the proposed annexation of a tract of land at the Creswell Interchange.

Mr. Coop advised us that this annexation will be finalized within the next two weeks providing that the requested roadway areas are dedicated to the City, and he requested that we advise you how the existing roadway easement should be handled in the description of the property to be dedicated.

I am advised that these dedicated areas should be noted as being subject to the easement on Reel 46 '54D, Document No. 40780.

In review of the descriptions for these dedicated strips, I note that the easterly strip varies from that we previously set, which was 60 feet centered about Engineer's Station C 8+57.1 as our records indicate to be the center of the roadway to the north. Unless some good reason exists for the slight offset, this description should be revised to fit this stationing.

Our data indicates that Mr. Coop's westerly property line is at Engineer's Station C 6+01.17. (Taken from the description of property sold by Mr. Coop to Mr. Sizemore.) If such is the case, then there is a thirteen-foot gap between the property line and the westerly roadway easement which is indicated to start at C 6+14.17. This should be eliminated or reduced as much as possible to get the approaches as far apart as they can be, as well as to eliminate this dead strip of property.

When these dedications are final and the annexation procedures are completed, please advise me and supply copies of the descriptions as used so that our people may then finalize our control of access dealings with Mr. Coop. After that phase is completed, permits for the construction of these two approaches can be issued, in the City's name, by Mr. Sage, our District Maintenance Superintendent stationed in Eugene.

As you undoubtedly know, we have been reluctant in the past to allow uncontrolled access to this property and have attempted to establish what we believed to be safe and adequate service. Since the City and the Planning Commission have established the two public road access points and will control development in the area so that access will not be allowed to the roadways within the area of the present dedication, we are insured that vehicles will be able to use them in safety.

We trust that your annexation proceedings can now be finalized and that our lengthy negotiations on this may be concluded.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Duane Coop
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Victor D. Wolfe (FBK 1221)
Mr. Dr.H. Moehring
Mr. F. D. Morgan
Mr. L. R. Chandler

ADO:jr srb

FORM E-30X—50M—7-66 SP°28657-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1967

SUBJECT: Duane Coop Access
Creswell Interchange
Pacific Highway

To:

MEMO TO THE FILES

On January 27, Mr. Coop brought a letter to me which had been sent to him by the City Attorney for Creswell. This letter stated that the City Council and the Planning Commission had established, as a requirement in connection with the proposed annexation of his property at the Creswell Interchange, that there must be two road accesses on the highway and that prior to completion of the annexation proceedings these two roadways must be dedicated to the City for road purposes. A copy of this letter is attached along with its attached map and legal descriptions of these roadways.

Mr. Coop requested that either he or the Attorney be advised how these descriptions should cover or treat the roadway easement which exists in this area. He also questioned whether a curb would be required across the property frontage when the two approaches are built, assuming that they are approved.

He was advised that these matters would be determined after checking with my supervisors and then with the Bureau of Public Roads for approval of the City's requested plan.

A D Olson
A.D. Olson
Urban Engineer

ADO:jr
Attach

cc: F.B. Klaboe
D.H. Moehring
L.R. Chandler

MAYNARD WILSON
ATTORNEY AT LAW
11 South Sixth Street
COTTAGE GROVE, OREGON 97424

MAYNARD WILSON

Phone 942-2133

815-2410
Duane Coop

January 24, 1967

Mr. Duane L. Coop
Creswell, Oregon

Dear Mr. Coop:

I write this letter as City Attorney for Creswell and at the direction of the City Council.

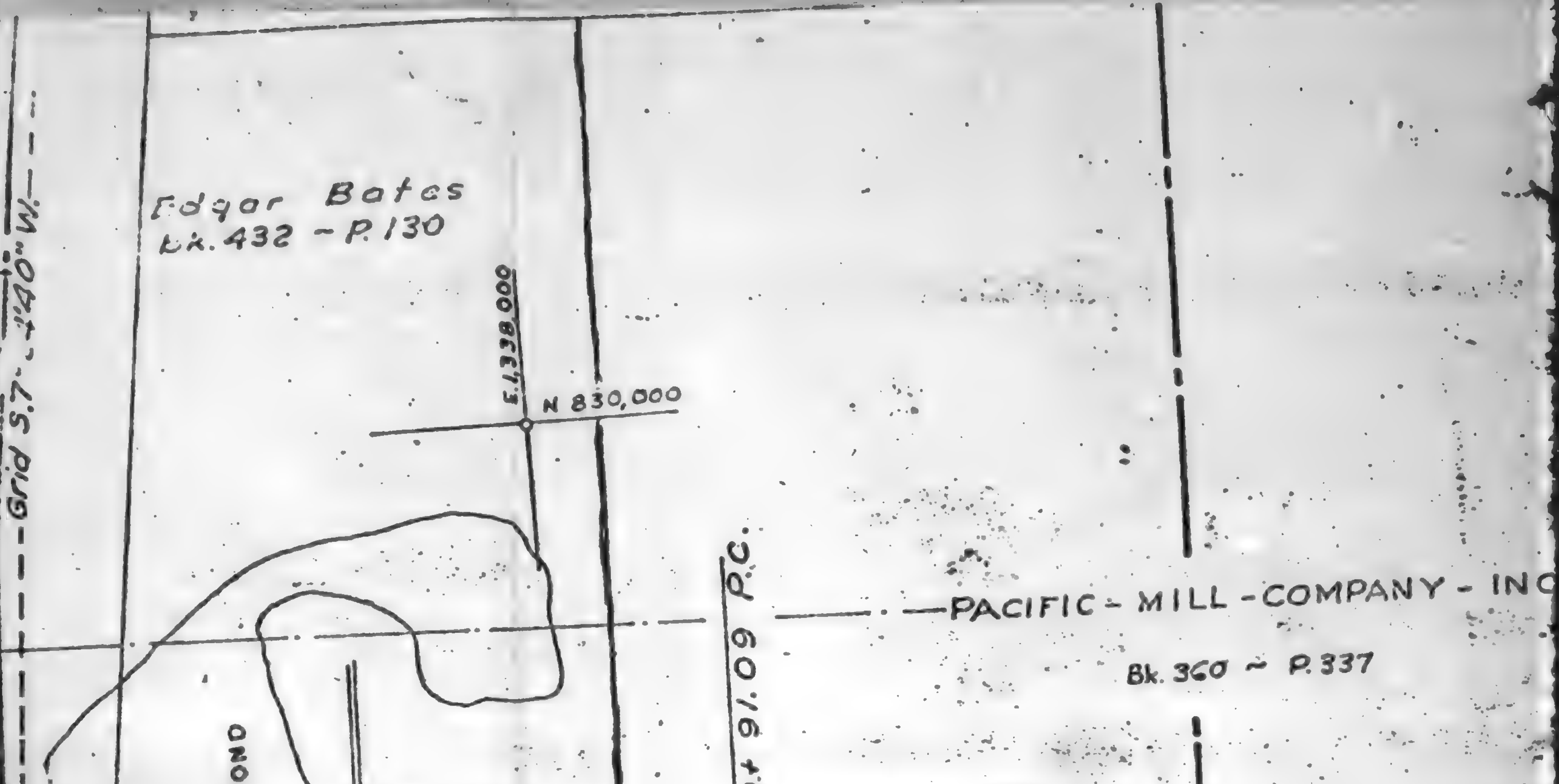
At a meeting held yesterday, January 23rd, the City Council and Planning Commission together unanimously adopted the requirement in connection with your proposed annexation of a tract of land at the Creswell interchange that there must be two road accesses on the highway. A copy of your map together with a copy of the legal descriptions of these roadways is made a part of this letter outlining your requirements for annexation. Prior to completion of the annexation proceedings these two roadways must be dedicated to the City for public road purposes.

Yours very truly,

Maynard Wilson

MAYNARD WILSON

MW:np
Encl.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C 9+ 91.09 P.C.
PACIFIC - MILL - COMPANY - INC
Bk. 360 ~ P. 337
MT. ST. DOWER
TRANS. STR.
Real
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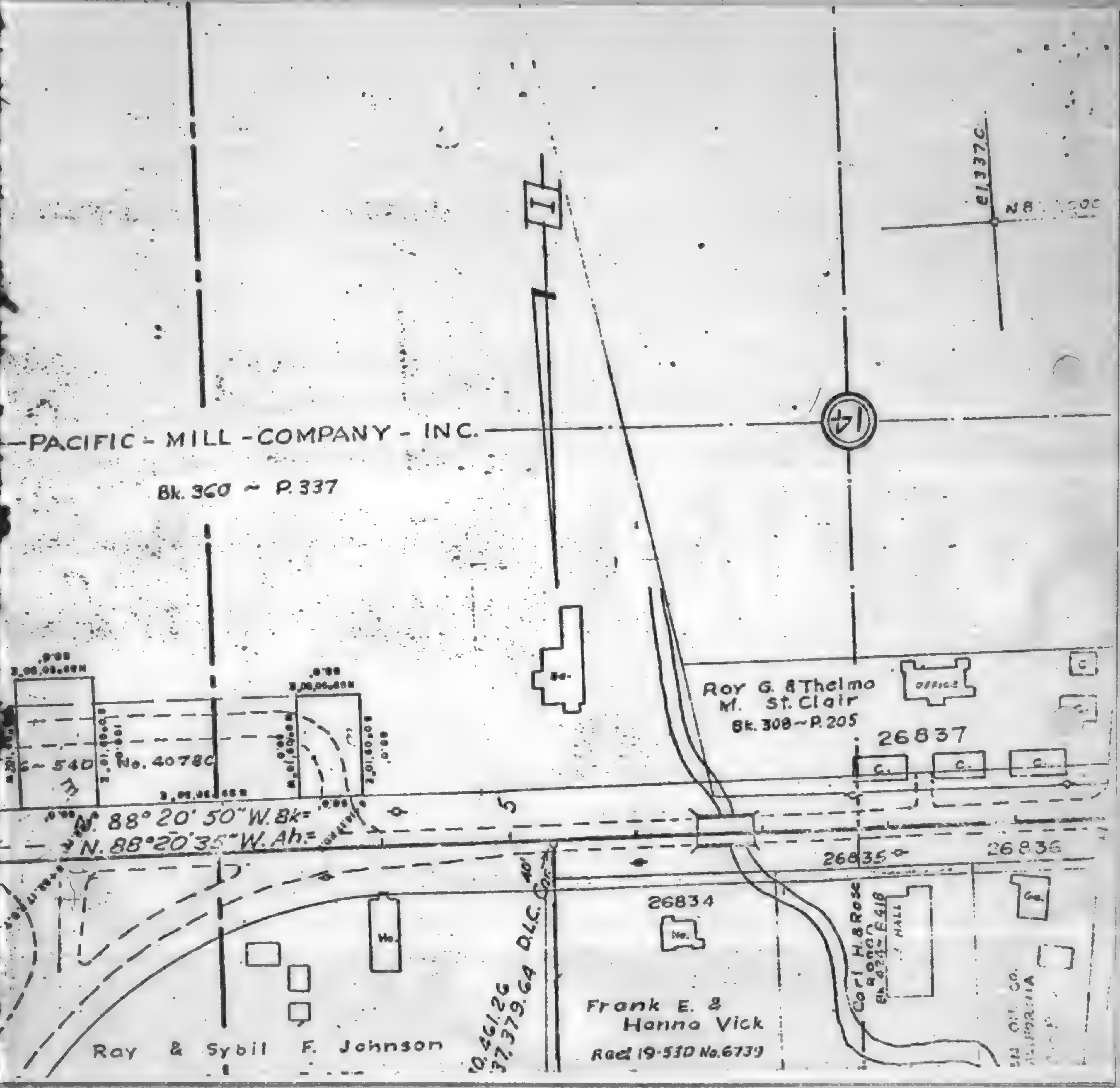
No. 40780
40'
10
N. 88° 20' 50" W. Bk=
N. 88° 20' 35" W. Ah=
C 14+ 43.28 P.O.S.T.=
L 294+ 56.83 P.O.T.=
Wo.
Ray & Sybil F. Johnson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Carl H. & Rose
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Bk. 424 ~ P. 418
Ray & Sybil F. Johnson
10,461.26
37,379.64
D.L.C. Cor.
Frank E. &
Hanna Vick
Rec. 19-53D No. 6739
OIL CO.
CALIFORNIA

Description prepared for Duane L. Coop
West road - 50' wide

Beginning at a point on the south right-of-way line of the Creswell-Cloverdale State Highway, said point being right angle to and 40 feet from Engineer's Station C 6+14.17 P.O.T., said point also being 1,004.28 feet West and 41.68 feet South of the northeast corner of the Caleb Colvin Donation Land Claim Number 53, in Township 19 South, Range 3 West of the Willamette Meridian: running thence South 0° 09' 10" East 80.0 feet; thence North 89° 50' 50" East 50.0 feet; thence North 0° 09' 10" West 80.0 feet to the south right-of-way line of the Creswell-Cloverdale State Highway; thence along said right-of-way line South 89° 50' 50" West 50.0 feet to the point of beginning, in Lane County, Oregon.

January 17, 1967

Description prepared for Duane L. Coop

East road - 60' wide

Beginning at a point on the south right-of-way line of the Creswell-Cloverdale State Highway, said point being right angle to and 40 feet from Engineer's Station C 8+22.17 p.o.t.; said point also being 796.28 feet West and 41.12 feet South of the northeast corner of the Caleb Colvin Donation Land Claim Number 53, in Township 19 South, Range 3 West of the Willamette Meridian; said point also being 30.0 feet South 89° 50' 50" West and 40.0 feet South 0° 09' 10" East of the intersection of the approximate centerline of the two-way access road to and from Interstate Highway Number 5 with the centerline of the Creswell-Cloverdale State Highway: running thence South 0° 09' 10" East 100.0 feet; thence North 89° 50' 50" East 60.0 feet; thence North 0° 09' 10" West 100.0 feet to the south right-of-way line of the Creswell-Cloverdale State Highway; thence along said right-of-way line South 89° 50' 50" West 60.0 feet to the point of beginning, in Lane County, Oregon.

January 17, 1967

Mr. Klaboe

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
November 30, 1966

RECEIVED
DEC 3 1966
CONSTRUCTION
DIVISION

SUBJECT: Coop Access
Creswell Interchange
Pacific Highway

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

Pursuant to requests from Mr. Duane Coop, I met with the gentleman on November 17 and November 25 regarding his access. Mr. Coop was at the site and I was accompanied by Mr. John Sheldrake, Assistant District Maintenance Superintendent, whom I had requested to be present.

During the first meeting, Mr. Coop expressed his interest in our last proposal which is shown on the attached sketch and could see nothing wrong with the public way as we have shown it. He was still adamant, however, in his desire for a private approach adjacent to his westerly property line. It is Mr. Coop's claim that if he is given only the one public street, it will cost him considerably more money and create inconvenience in the operation of his logging business as roadways will have to be built for his shop area to the public way. Mr. Coop's desire is for an access as shown colored in red on the sketch.

Mr. Coop, at the time of my first meeting, alluded to several commissions, engineers, fire department, and various other people who had backed his necessity for having more than one access to his property. He, at that time, said he would receive data from these agencies and transmit it to Mr. Klaboe as a basis for his needs. His call to me on November 23 cited that he had prepared his data and would like me to review it with him before its transmittal. Upon my arrival at the Coop property on November 25, the only documents which he had to offer were a letter written to Mr. F. B. Klaboe and given to me to transmit with my report and a sketch map with two photographs which he wished included with his letter. No other documents from planning commissions, etc. were offered.

It is my opinion, after talking to Mr. Coop, that he is going to hold tight for this minimum. It appears to me that we have three alternatives:

1. To proceed with the acquisition as it is shown on the sketch, leaving him one public way for access to his property and proceeding with the steps necessary to establish cost and, if necessary, condemnation.

2. To take the access based on the one public way and a 35 ft. private approach as shown colored in red with or without access control, possibly depending on our police powers to prohibit an unfortunate access problem developing.

3. Depending on our police powers entirely and prohibition of the crossing movement, if the future requires it, by a barrier or other means.

The general progress of this negotiation has been considerable discussion with Mr. Coop and ends with him taking his previous position and holding fast to it. It is my personal opinion that the negotiations in this instance could possibly be concluded, under the circumstances, under Item No. 3 as well as in any manner at the present time. This could be done with no expenditure of funds by the department.

Mr. Coop stated to me at the last that if he did not get his two approaches, we might as well figure on a condemnation and asked if we would please speed this up so it could be concluded in court.

Mr. Coop has boxed himself in by the sale of the two hachured parcels shown on the sketch and it is my opinion that if we restrict access to the one point, we will probably be considerably mauled in a court settlement.

J B Boyd
J. B. BOYD
Assistant Division Engineer

JBB/cw
Attach.
cc F. B. Klaboe ✓
L. W. Riley
D. J. Sage

RECEIVED
DEC 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

November 23, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

I am writing partly in reply to your letter of November 16, 1966, and partly in response to various inquiries made on the premises by representatives of the Highway Department. The discussions of the access limitations to my property have varied back and forth between the development needs of that property of mine which lies adjacent to the Creswell overpass and the needs of my home and equipment business which are located generally in the southwest corner of the property which I own. Your representatives and apparently your draftesmen seem to be of the mistaken opinion that I can have access for my home and equipment business through some outlet on the west of my property and they have suggested that I could get an alternative routing for my family and business traffic that way. In order to set this straight, please take note that I do not own any of the property adjoining the areas under consideration in all of the maps which we have used in dealing with your interest to the access of my property. The large home adjoining my property to the west and bordering on the Creswell overpass has long ago been out of my ownership and, in fact, has been transferred again since I sold it.

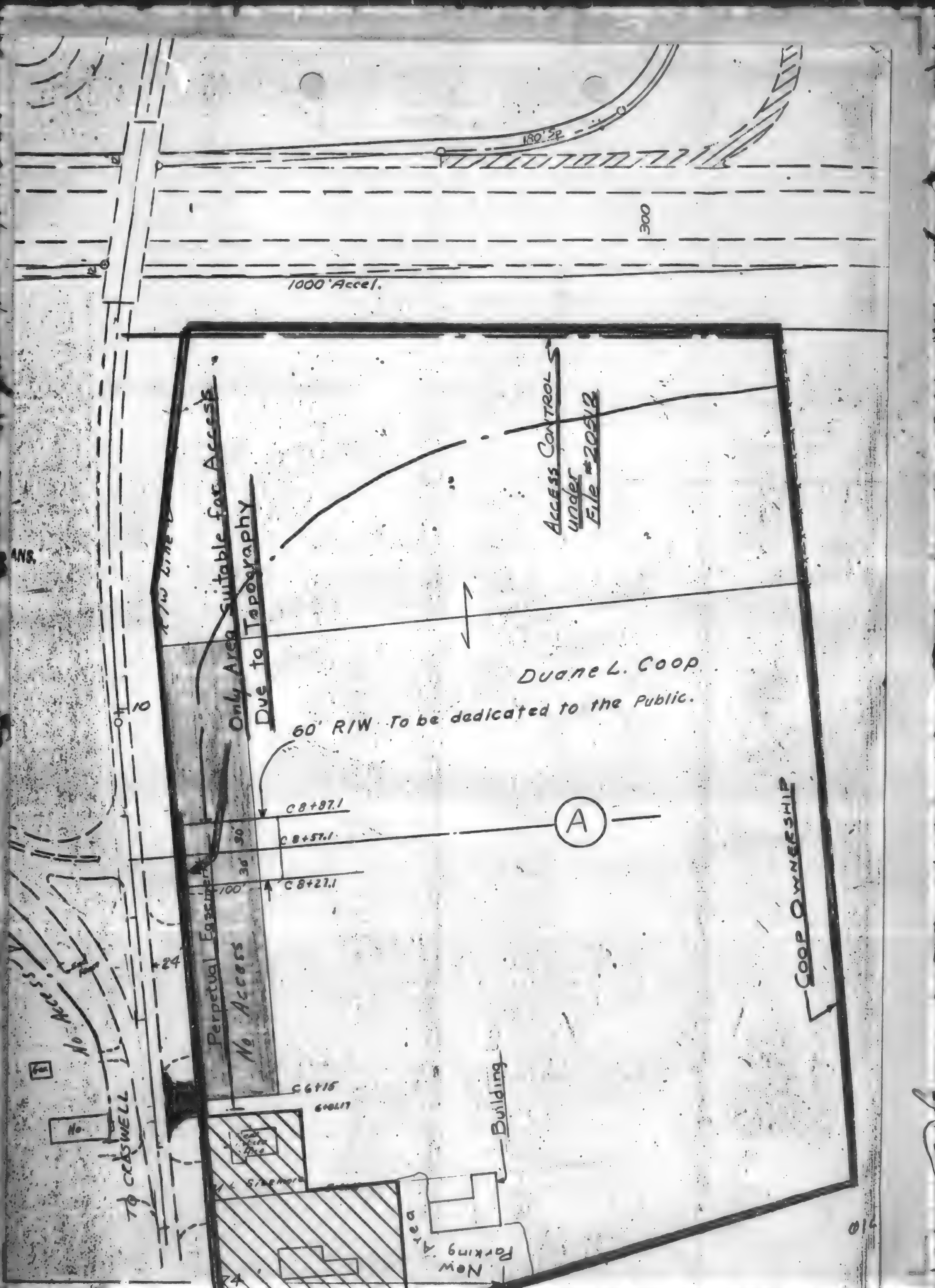
Your current proposal to permit a sixty-foot ingress-egress routing just opposite of the most easterly part of the Creswell access to Highway 5 is in my opinion a good proposal and a step in the right direction of providing access for my property. I feel, however, that an additional access way should be provided next to the Sizemore property. This is already a public way which was purchased originally from the Pacific Mill Company to provide a public roadway to the Edgar Bates property. Both of these properties are now contained in my boundaries, but the road is still there and I feel that its continued use, together with that which you have proposed, would adequately serve the property and permit me to get my heavy equipment to and from my property without the necessity of driving it clear across what we plan to develop as an area of concentrated business development. The safety factorsinvolved in driving this equipment through a network of streets rather than on one straight street adjacent to the Sizemore property are considerable and in my opinion, could only be satisfactorily handled by continuing the present access next to the Sizemore property. This additional access would undoubtedly benefit the business concentration also and would probably reduce the damage to the valuation of my property caused by the limitation to access.

I am, for the first time, since our negotiations begun encouraged the possibility of resolving this matter because of your suggestion that we place a sixty-foot access opposite the easterly access route from Creswell to Highway 5. I hope that in consideration of the requirements of my business and home, together with those of the commercial development plan, that we can work out the continuation of the public road now located near the Sizemore property and get the matter down to the problem of damages so that it can be concluded to everyone's satisfaction.

Sincerely yours,

Duane L Coop

Duane L. Coop

 180' Sp.
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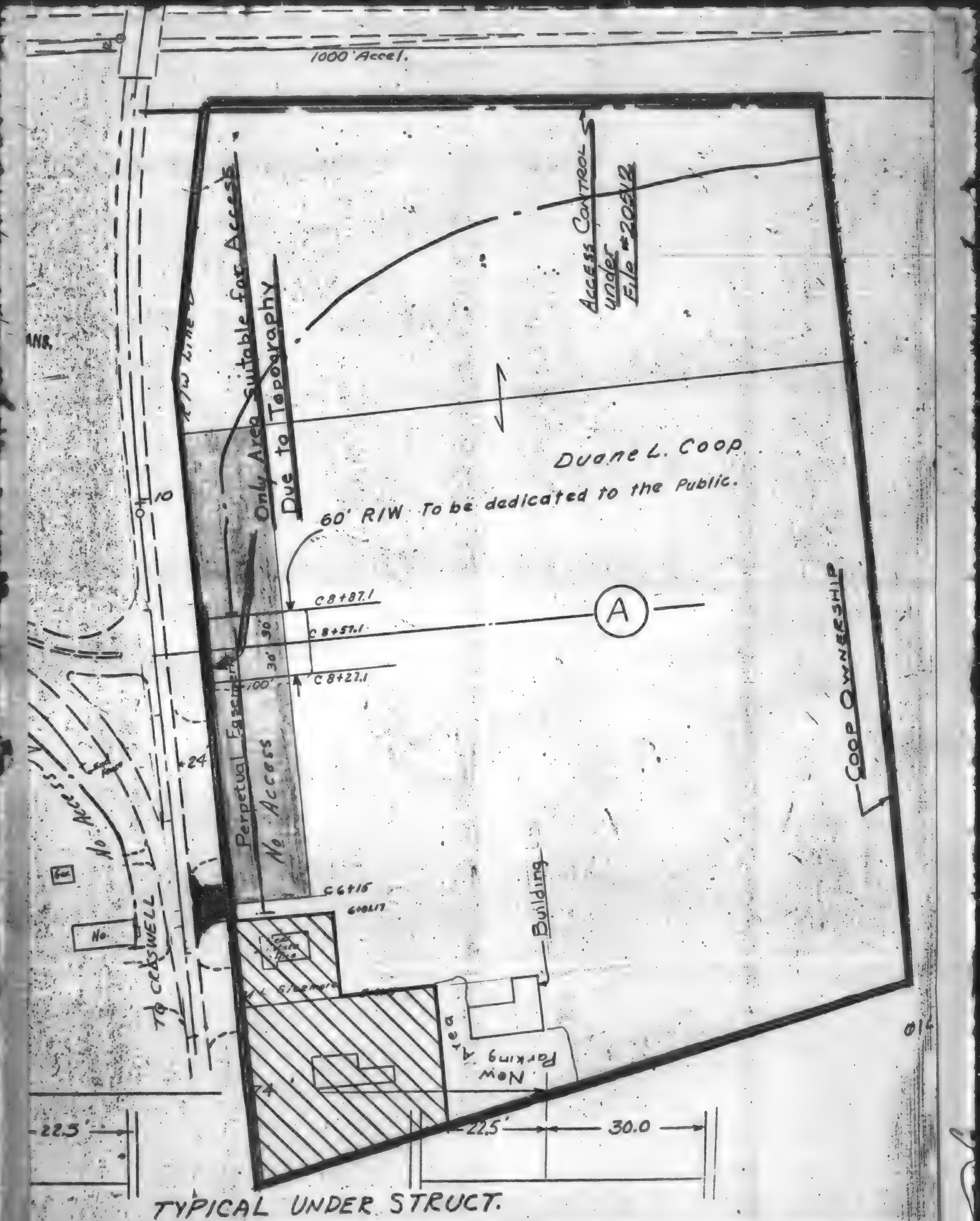
To CASWELL
No Access
No.
Only Area Suitable for Access
Due to Topography
Access Control
under
File #20512
Duane L. Coop
60' R/W To be dedicated to the Public.
C 8+87.1
C 8+57.1
C 8+27.1
30'
30'
100'
A
Perpetual Easement
No Access
C 6+15
6+06.17
Sidewalk
Building
New Parking Area
Coop Ownership

1000' Accel.
R/W Line
Only Area suitable for Access
Due to Topography
Access Control under File #20512
Duane L. Coop
60' R/W To be dedicated to the Public.
C8+87.1
C8+57.1
C8+27.1
30'
30'
100'
A
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+24
Perpetual Easement
No Access
No Access
C6+15
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Coop Ownership
To Caswell
New Parking Area
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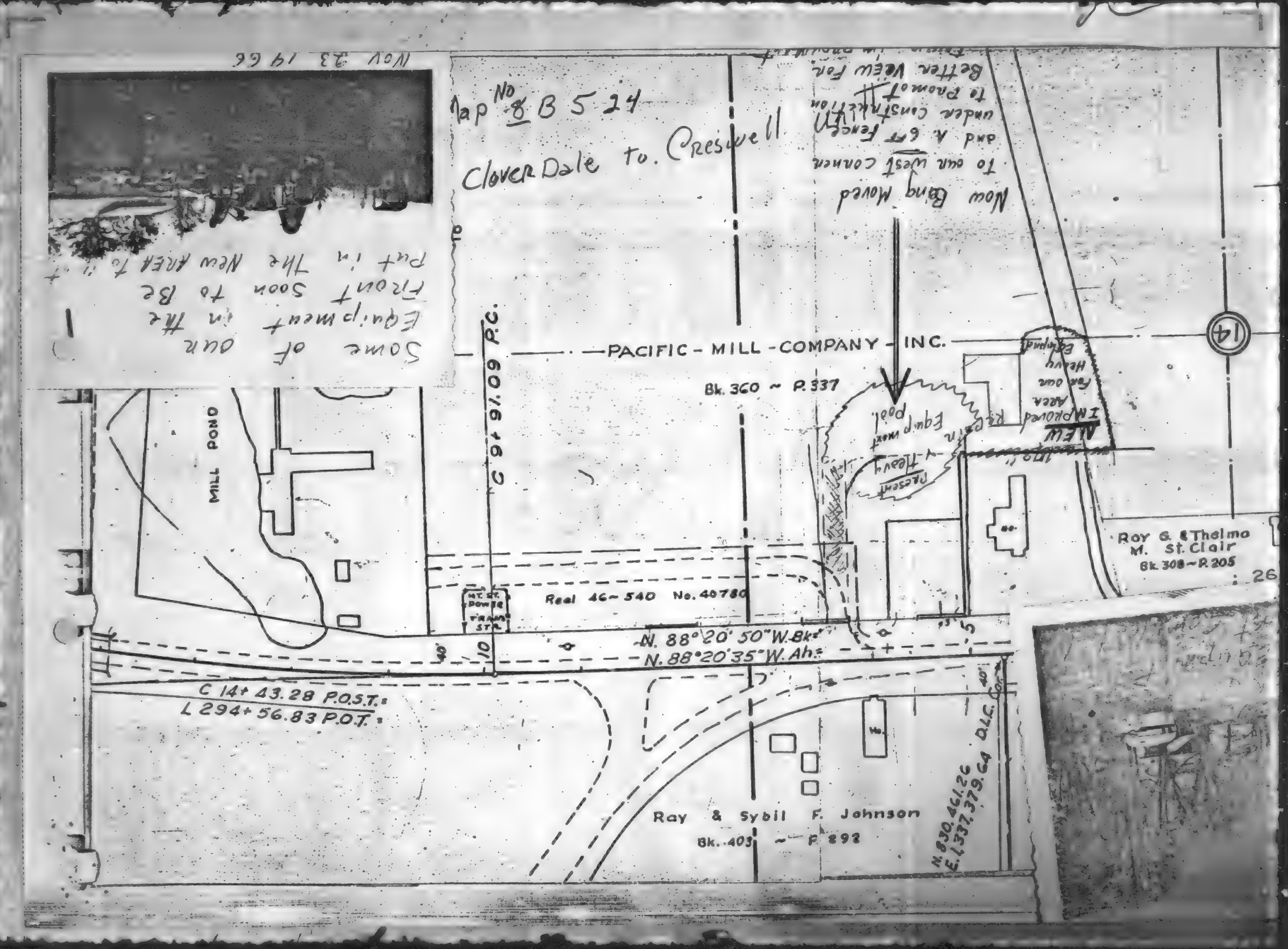

MILL POND
PACIFIC-MILL-COMPANY-INC.
Bk. 360 ~ P. 337
Real 46-540 No. 40780
N. 88° 20' 50" W. Bk.
N. 88° 20' 35" W. Ah.
C 9+91.09 P.C.
C 14+43.28 P.O.S.T.
L 294+56.83 P.O.T.
Ray & Sybil F. Johnson
Bk. 403 ~ P. 898
N. 830,461.26
E. 1,337,379.64 D.L.C. Cor.
Roy G. & Thelma M. St. Clair
Bk. 308 ~ P. 205
14
10
5
40'
26
Present Heavy Repair Equipment pool.
NEW IMPROVED AREA For our Heavy Equipment
170'

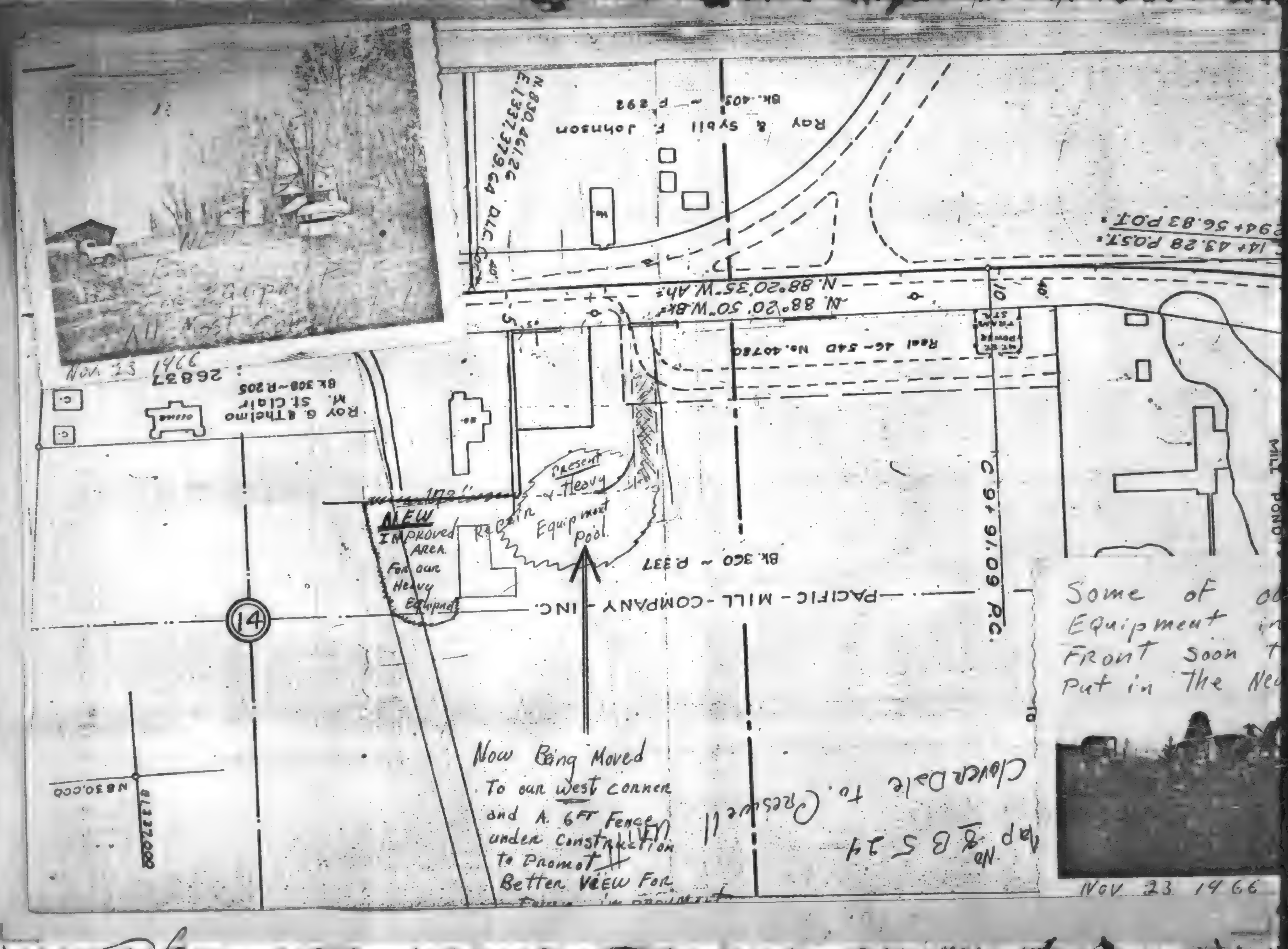
Map No 8 B 5 24

Clover Dale to. Creswell

Some of our Equipment in the Front Soon to Be Put in The New AREA to

NOV 23 1966

Now Being Moved To our west corner and A 6 ft Fence under construction to Promot Better View For


MILL POND
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N. 88°20'50"W. Bk.
N. 88°20'35"W. Ah.
Reel 46-540 No. 40780
PACIFIC-MILL-COMPANY-INC.
Bk. 360 ~ P. 337
Ray & Sybil F. Johnson
Bk. 405 ~ P. 292
N. 830,461.26
E. 1,337,379.64 D.L.C. Cor.
Roy G. & Thelma
M. St. Clair
Bk. 308~P. 205
26837
14
E1,337,000
N830,000
Present Heavy Equipment Pool
Repair
NEW IMPROVED AREA For our Heavy Equipment
10
5

No. 8 B 5 24

CloverDale to. Creswell

Some of o
Equipment i
Front soon t
Put in the Ne

NOV 23 1966

Now Being Moved
To our west corner
and A. 6FT Fence
under Construction
to Promot
Better VIEW For

Nov 23 1966

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NOV 1 6 1966
FOR FILING

I-5-3(85)171

7270

November 16, 1966

Creswell Planning Commission
Creswell, Oregon

1170
1171

Gentlemen:

Re: Creswell Interchange, Goshen-Divide Section, Pacific Highway, Lane County

This is in reply to your letter of October 31 concerning the possible access to the Duane Coop property at the subject interchange. Enclosed is a copy of our proposed plan which has Bureau of Public Roads' approval and would permit access to the Coop property via a public dedicated road, having a right-of-way width of 60 feet extending 100 feet south of the southerly right-of-way line of the existing Springfield-Creswell Highway.

Providing a public road directly opposite our ramp terminal will provide a far less hazardous condition than allowing several accesses which do not lie directly opposite the ramps. If, at some future date, traffic signals become necessary at this intersection, our plan as enclosed will operate efficiently. It is our understanding that Mr. Coop has planned a freeway traffic-oriented facility which is all the more reason to provide a straight crossing from the ramp terminals to his development.

Mr. Coop has requested a map showing our latest proposal. A copy of our plan is being sent to him along with a copy of this letter so that he may be equally informed.

The Highway Department will permit access of such a dedicated street but has no interest in its construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. R. Chandler

DNS:jr arb
Enc.

cc: Mr. Duane Coop (w/map)

14351
NOV 3 66

KLABOE

October 31, 1966

Mr. Glen L. Jackson, Chairman
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Jackson:

The Creswell City Planning Commission has for some time observed the development of the property adjoining the east edge of the Creswell city limits with intense interest. A portion of this property belonging to Duane Coop is of particular interest to the city of Creswell because of its location and area capable of facilitating much of the business development not now located in Creswell. Of particular interest at this time is the access limitation which you have proposed to Mr. Coop and which was reviewed by us at a meeting held on November 1, 1966. We think that your proposal to limit Mr. Coop's area to one access is undesirable for the following reasons:

1. Traffic would have to circulate completely around a large portion of the area in order to get back out of the area, and the incoming and outgoing traffic concentrated in one area would tend to cause congestion in and of itself.

2. If an accident should occur near the entrance or a large vehicle become stalled there, the area would be enclosed so that no traffic would be able to move to and from the area.

3. Large vehicles servicing the area, such as fire trucks and heavy trucking equipment, would find it difficult to maneuver in the area more so than if they could always move forward in going to and from the area.

Routing
Morgan
Ducker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
NOV 3 1966
CONSTRUCTION
DIVISION

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Wills
Litchfield
Olson

4. Maintenance work to this one ramp would be difficult and cause a great deal of congestion, which would not occur if there were an additional ramp that could be used during such periods.

5. A ramp located as proposed by the Highway Commission would have a rather steep incline grade and would be difficult to cross when either frost or snow were present.

6.

7.

8.

CRESWELL PLANNING COMMISSION

Keith Kerr, Chairman
Gwyn Ross
Theodore W. Walker
Paul J. Loft
Clen Brundige

RECEIVED
NOV 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

4348

NOV 3 66

October 31, 1966

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Rodney Porter
Deputy State Engineer
State Highway Department
Salem, Oregon 97310

Re: Creswell Interchange,
Pacific Highway (1-5)
Lane County

Dear Mr. Porter:

I have received a letter dated October 26, 1966, from Mr. F. B. Klaboe indicating that the Commission has revised their thinking on the access control to my property and is now willing to allow an access east of those originally proposed and oposite the two-way access ramp. Before making comment on this proposal, I would like some additional information. I would like to see what this proposal would look like on a map of this area so that I am sure I understand what your proposal is exactly.

Mr. Klaboe mentioned a dedication of this access to the public. I would like to know what the dimentional requirements for this public dedication would be, that is, the width and length, etc. I would also like to know what part the commission might take to develop such a public way.

The information which I have requested, together with that supplied in Mr. Klaboe's letter, will enable me to better evaluate the proposal.

Sincerely,

Duane L Coop

Duane L. Coop
Route 1, Box 7
Creswell, Oregon

Routing
Morgan
Decker
Bond
Barboo
Walker
Glenn
Swan
[illegible]
Mansfield
Trout
Scott
Wills
Litchfield
Olson

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CONSTRUCTION
DIVISION

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

I-5-3(85)171
7270

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 2, 1966

SUBJECT: Coop Property
Creswell Interchange
Pacific Highway

To: MEMO TO THE FILE

NOTED
F. B. KLABOE

1000
1111

Upon returning to the division office on November 1, a note was found requesting me to call Duane Coop in the evening. I acquainted myself with the correspondence recently received proposing to Mr. Coop the solution studied by both this office and the construction office and transmitted in a letter to Mr. Coop by Mr. F. B. Klaboe.

Mr. Coop, when contacted on the telephoned, acknowledged receipt of Mr. Klaboe's letter, but still stood firm on his decision for two accesses. He believes that the distance from his home to the prescribed access would cause him too much road construction. Mr. Coop says that he is proceeding with the construction of his complex without platting, but will proceed with the platting as shown on his sketch map immediately. He also alluded to discussions with the planning commission of the City of Creswell and the Lane County planning commision which indicated one access being not sufficient for a development of this size. My discussions with Mr. Coop were less than fruitful. He said that he was writing to Mr. Porter and to Mr. Jackson regarding the plans which he was proceeding with. Information to this effect was given to Mr. Klaboe by phone this morning.

J B Boyd
J. B. Boyd
ASS'T. DIVISION ENGINEER

JBB:lf

cc: F. D. Morgan
F. B. Klaboe ✓
D. J. Sage
L. W. Riley

RECEIVED
NOV 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1966
FOR FILING

Const
R/W
Pac Hwy 5

Sp.

October 26, 1966

1064
1111

Mr. Duane Coop
Post Office Box 7, Route 1
Creswell, Oregon

Dear Mr. Coop:

Re: Creswell Interchange, Pacific Highway
(I-5) Lane County

Following a transmittal to this office of a copy of your development plan and a memo of the meeting attended by Mr. J. E. Boyd, Assistant Division Engineer, and Mr. J. W. Sheldrake, Assistant District Maintenance Superintendent, of the Highway Department and Mr. Sizemore and yourself, further study has been made of the problem of controlling access at the Creswell Interchange.

With sale of your westerly 80 feet of frontage and your proposal to develop a complex of the magnitude shown in your plan, we believe that the only satisfactory solution to this problem is to allow one approach, for a road to be dedicated to the public, to be constructed at right angles to the Springfield-Creswell Highway and immediately opposite the two-way ramp entrance to that highway. This would place all potential traffic conflict at one point and at right angle crossings to the highway. The plan submitted to us, which presumably showed your proposed development, entailed two approaches, both requiring traffic to and from the freeway to either angle across the highway or else enter the highway and go a short distance and then make a left-turn. This is conducive to confusion and accidents and should be avoided.

Approaches directly opposite interchange ramps, such as we propose in this instance, are not allowed except for public roads where we can be reasonably sure that traffic entering the approach will not be confronted by an immediate conflict, such as a possible service station approach, et cetera, and cause traffic to back up into the intersection. This is the reason for the requirement that this road be dedicated to the public as previously stated.

We believe that this service to your area should be a satisfactory solution to this problem for both the public and for the development, and have advised our right-of-way people to prepare revised descriptions for control of access on this basis.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. R. Chandler

ADO:jr srb

FORM 2-50 50M 10-65 SP*23401-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1966

SUBJECT: Assignment: 1064-FBK
File 22330 - Coop
Creswell Interchange
Pacific Hwy (I-5) - Lane County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested, I have discussed the matter of access to the Duane Coop property at the Creswell Interchange with Mr. Brooks of the BPR.

Our original intent in this area was to control the access for approximately 100 feet beyond the radius tangent point of the southbound off ramp into Creswell. This allowed for a 60-foot right of way along the westerly line of Mr. Coop's property approximately opposite an existing street north of the highway. This would be the control which we would normally request.

Mr. Coop has now sold a parcel of property with 80 feet of frontage at the west edge of his property. To move the approach to the 60-foot strip along the new property line would put the approach slightly offset from the one way off ramp from the freeway--a position which is believed to be very undesirable from a traffic safety standpoint.

After considerable discussion, it was decided that the best solution for both the development of the property and the motoring public would be a single approach directly opposite the two-way ramp entrance to the Springfield-Creswell Highway, approximately as indicated on the attached xerox print of an aerial picture of the area. This would need to be a dedicated public road or street so that we would be reasonably sure that traffic would not be stopped immediately off our highway and be backed up into the intersection. No other access would be allowed along the frontage of the Coop property.

Following this discussion, I had the opportunity to talk to Mr. Attig of Lane County. He suggested that Mr. Coop's plan of development, especially the dedication of the road, be cleared with the Lane County Planning people before finalizing any agreement with Mr. Coop since this dedication and acceptance by the County would have to be handled through the Planning group. Presumably, evidence of this dedication and acceptance by the County would be needed before finalization of dealings and releasing of roadway easement.

This has been given to Floyd Scott for a revised description on the outlined basis. If you wish further investigation please advise.

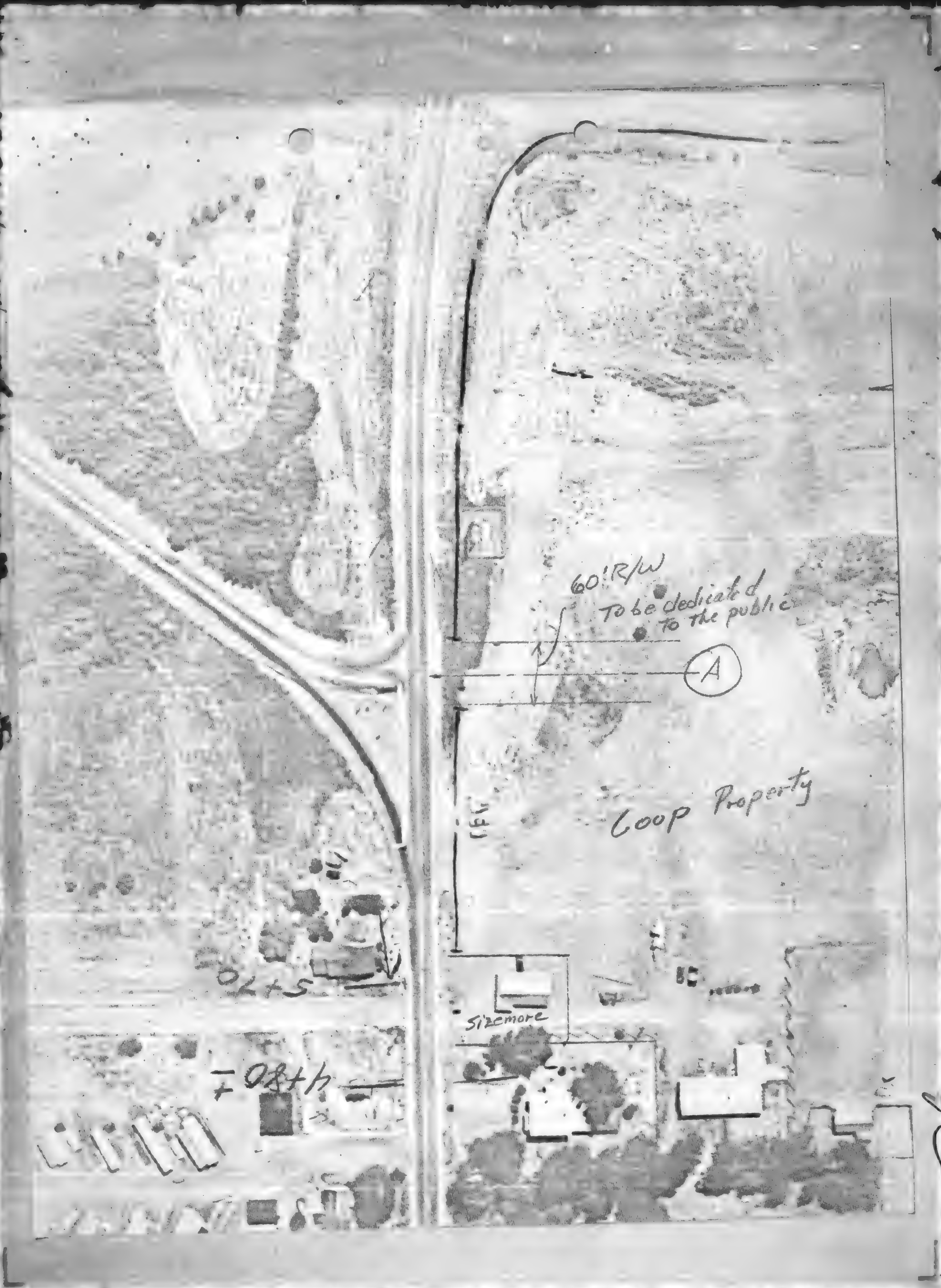
F.D. Morgan
Construction Engineer

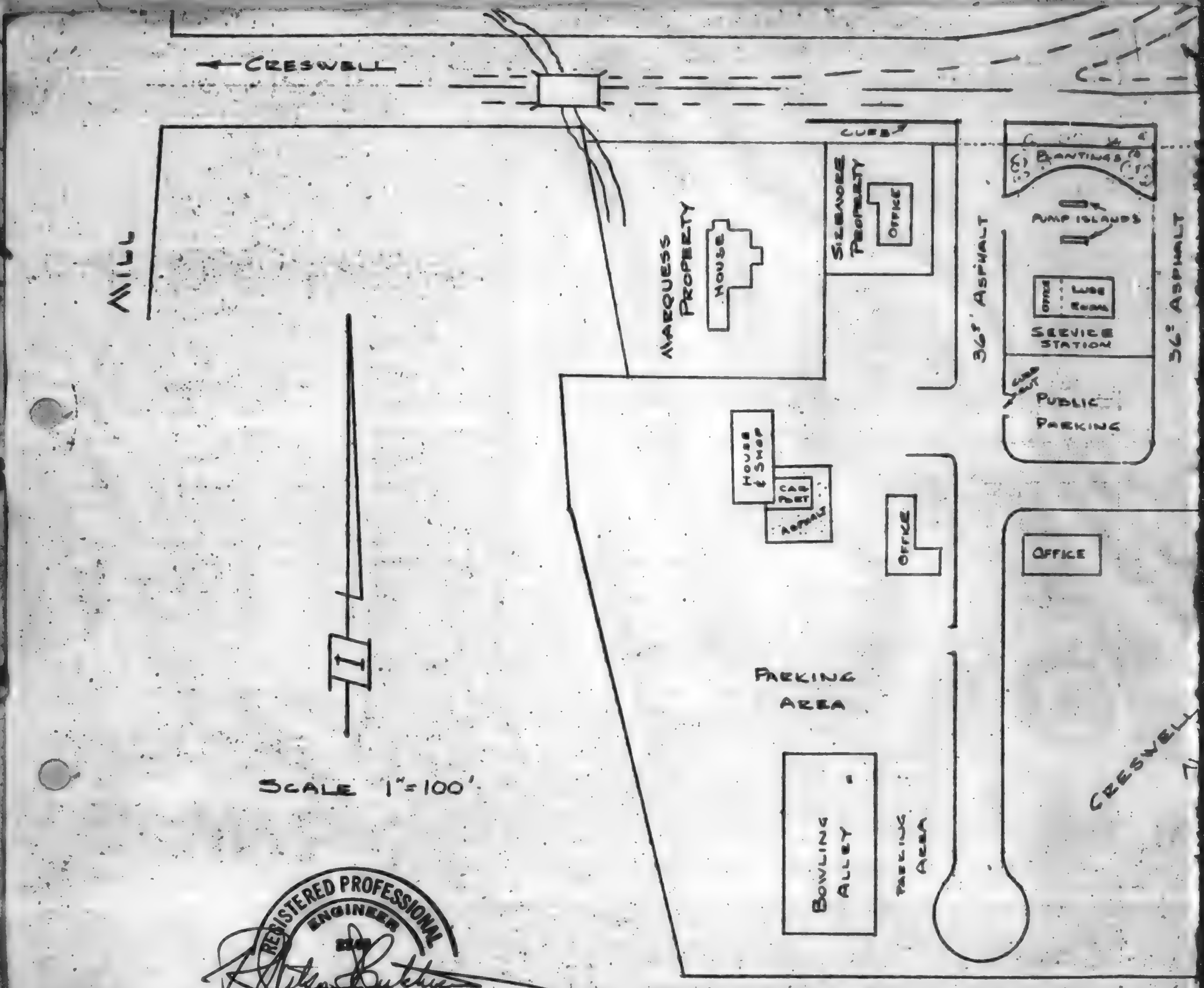
By adOlson
A.D. Olson
Urban Engineer

ADO:jr

cc: L.R. Chandler
D.H. Moehring
Floyd Scott

RECEIVED
OCT 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

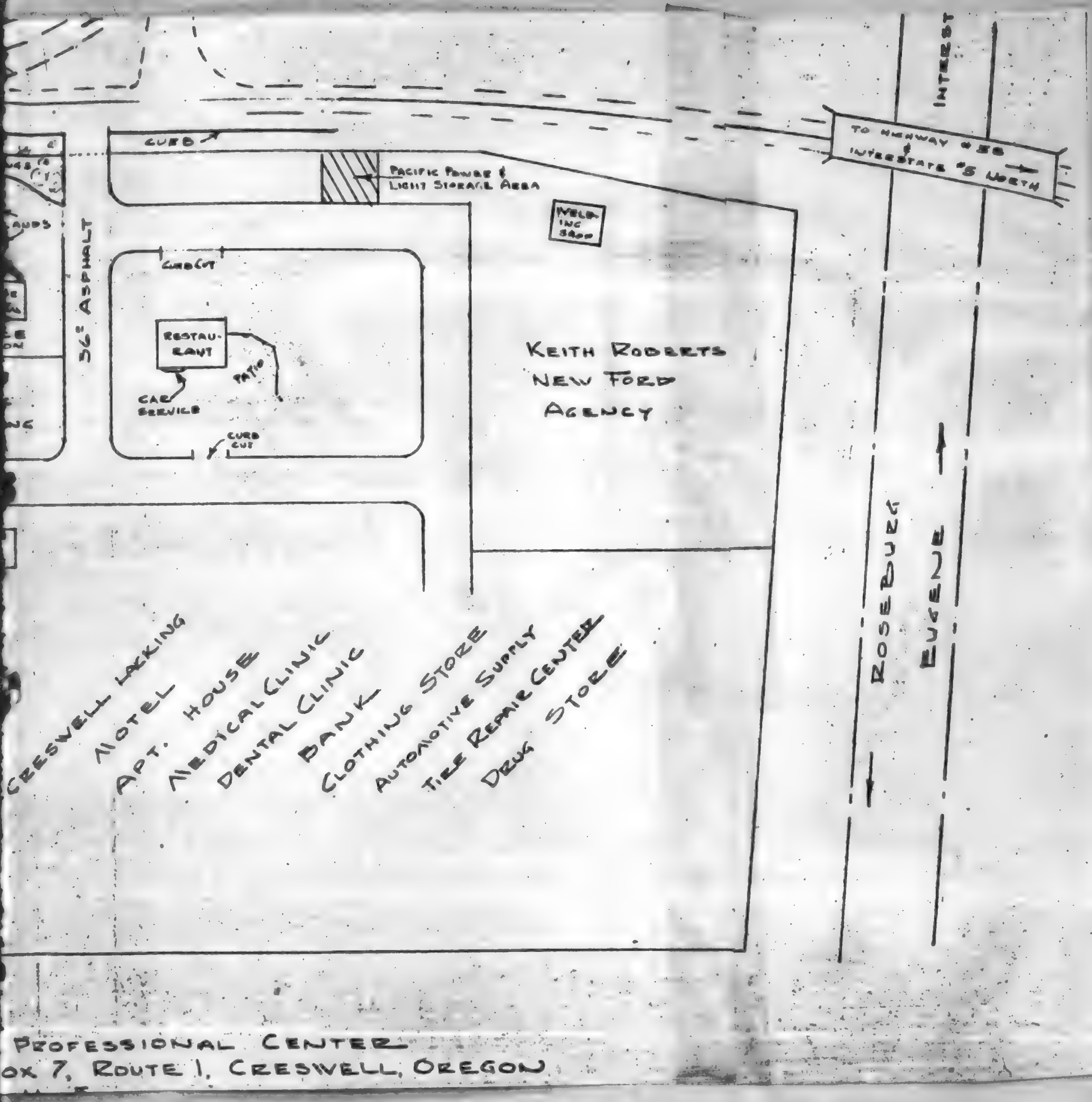

60' R/W
To be dedicated
to the public
A
Coop Property
Sizemore
02+5
08th


← CRESWELL
MILL
CURB
MARQUESS PROPERTY
HOUSE
SIZEMORE PROPERTY
OFFICE
PLANTINGS
PUMP ISLANDS
OFFICE
LUBE ROOM
SERVICE STATION
36' ASPHALT
36' ASPHALT
PUBLIC PARKING
HOUSE & SHOP
CAR PORT
ASPHALT
OFFICE
OFFICE
I
PARKING AREA
PARKING AREA
BOWLING ALLEY
CRESWELL
SCALE 1"=100'

R. WILSON HUTCHISON
NOV. 7, 1967

R. Wilson Hutchison

CRESWELL BUSINESS & PROFES
DUANE L. COOP, P.O. BOX 7, R


CURB
PACIFIC POWER & LIGHT STORAGE AREA
TO HIGHWAY #58 & INTERSTATE #5 NORTH
INTERST
WELDING SHOP
36' ASPHALT
CURB CUT
RESTAURANT
PATIO
CAR SERVICE
CURB CUT
KEITH ROBERTS
NEW FORD
AGENCY
ROSEBURG
EUGENE
CRESWELL LACKING
MOTEL
APT. HOUSE
MEDICAL CLINIC
DENTAL CLINIC
BANK
CLOTHING STORE
AUTOMOTIVE SUPPLY
TIRE REPAIR CENTER
DRUG STORE

PROFESSIONAL CENTER
ox 7, ROUTE 1, CRESWELL, OREGON

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn

Morelock
Olson

RECEIVED
SEP 2 3 1966
CONSTRUCTION
DIVISION

Meeting with Duane Coop
Criswell Interchange
Pacific Hwy

Mr F.B. Klaboe

CC F.D. Morgan
D.A. Moehring
R. J. Sage

As requested by yourself I met with Mr Duane Coop and Mr Sizemore in the company of John Sheldrake asst Dist Maint Super. This meeting was primarily to listen to Mr Coop and determine what his intentions were and the general development plan. Mr Sizemore is the new owner of building in the NW corner of orig Coop property, the parcel is 80' frontage by 100' deep.

Mr Coop, I believe, is attempting to develop his property to the best of his ability and his lucid arguments tend to overbalance our approach. I have prepared sketches showing ① his proposal. ② a possible counter proposal that might have some success. On both of these I offer my comments.

1. Mr Coop plan of development at the present time contemplates 2 approaches shown on the sketch. These he assures me will 60' right of way dedicated to the public with standard street sections of 36' feet.

I can see nothing particularly detrimental in a public way in this position. Mr Coop notes we have a public way opposite the ramp in the N.E. quadrant. I said the only way this could possibly function would be no private approaches for 150 feet from the intersection and he said he could understand this.

I might add at this point that the ramp termini and the public way should be normal to one another. Also I would at this point prefer to modify our existing ramp termini to either bring it into a modern diamond T or provide a second lane inbound to Creswell for a functioning merge. The road system will form a loop with a road parallel to our ~~hu~~ Springfield Creswell Hwy and approx 200' distant.

(2) My counterproposal would connect his system with the road system hatched on the sketch deleting the east connection. Mr Coop sees this as a loss of 90' of frontage, ~~and~~ the loss of .12 acre of ground and the expense of 80' of additional road. His claim of $33000 for this site by an oil company might not be unrealistic. Some concrete proposal of defraying costs of roadwork might tend to offset this argument.

¶ In conclusion my solution for this problem would be develop a satisfactory traffic solution to what is in fact a prime development area. The road easement we purchased for the mill ~~woul~~ has no standing in light of the contiguous holding by Mr Coop and It would be my hope that the second solution could be formalized by giving Mr Coop ① the first approach ② a sum commessurant with the cost of the hatched roadwork and ③ a token ~~cos~~ value of the .12 acre. These concessions would be made in return for access control from 6+42 easterly. ¶ It might be noted if the wly public way developed into a sizable generator that the second approach normal to the termini would not be entirely without merit and this in my opinion could be accomplished under proposal 1 without too great an expenditure.

I have promised Mr Coop that I would give my attention to this problem and answer him one way or another. We in our conversation of approx 2 hours ran the gauntlet of arguments pro & con but parted with the one promise that I would inform him of that decision as I realized he was on the fence.

Jay B Boyd

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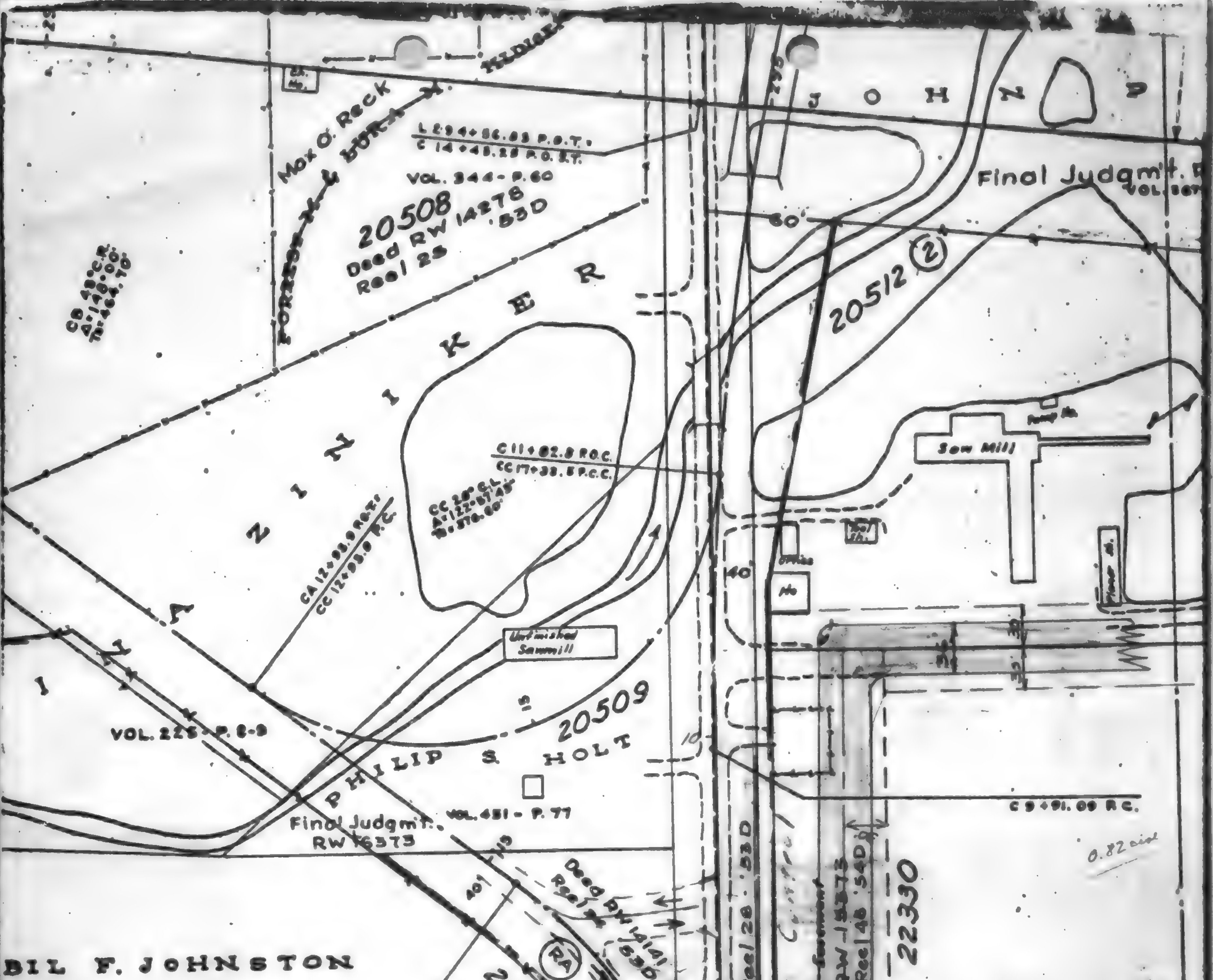
SEP 21 1966
STATE

RECEIVED
SEP 21 1966
OREGON
STATE HIGHWAY COMMISSION


J O H N P
Final Judgm't. R
VOL.
Max O. Reck
FORREST H. & LURA M. ALDIGE
L 29+56.83 P.O.T.
C 14+45.25 P.O.S.T.
VOL. 344 - P. 60
20508
Deed RW 14276
Reel 25 53D
Z A N I K E R
20512 ②
Saw Mill
C 11+82.8 P.O.C.
CC 17+38.5 P.C.C.
Unfinished Sawmill
Office
No.
20509
P H I L I P S. H O L T
VOL. 225 - P. 8-9
Final Judgm't.
RW 16373
VOL. 481 - P. 77
Deed RW 14141
Reel 36 53D
RA
20510
B I L F. J O H N S T O N
VOL. 403 - P. 292-3
Access Control
38142
CA 18+51.1 P.T.
C 6+12.5 P.O.T.
5+85
Deed RW 14270 Reel 28 53D
DW 15573
Reel 48 53D
22330
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To Creswell
20511

AUG 18 1965

7B-31-11

Goshen-Divide

JAGE

FORM E-30 50M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 22, 1966

B/up
9/30

SUBJECT: Meeting with Duane Coop
Creswell Interchange
Pacific Highway

To: Mr. F. B. Klaboe
ASSISTANT STATE HIGHWAY ENGINEER

SALEM

As requested by yourself, I met with Mr. Duane Coop and Mr. Sizemore in the company of John Sheldrake, Assistant District Maintenance Superintendant. This meeting was primarily to listen to Mr. Coop and determine what his intentions were and the general development plan. Mr. Sizemore is the new owner of the building in the northwest corner of the original Coop property; the parcel is 80 feet frontage by 100 feet deep.

Mr. Coop, I believe, is attempting to develop his property to the best of his ability and his lucid arguments tend to overbalance our approach. I have prepared sketches showing, 1. his proposal, 2. a possible counter proposal that might have some success. On both of these, I offer my comments.

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2. My counterproposal would connect his system with the road

system hatched on the sketch deleting the east connection. Mr. Coop sees this as a loss of 90 feet of frontage, the loss of .12 acre of ground and the expense of 80 feet of additional road. His claim of $33,000 for this site by an oil company might not be unrealistic. Some concrete proposal of defraying costs of roadwork might tend to offset this argument.

In conclusion, my solution for this problem would be develop a satisfactory traffic solution to what is in fact a prime development area. The road easement we purchased for the mill has no standing in light of the continuous holding by Mr. Coop and it would be my hope that the second solution could be formalized by giving Mr. Coop, 1. the first approach, 2. a sum commensurate with the cost of the hatched roadwork and 3. a token value of the .12 acre. These concessions would be made in return for access control from 6+42 easterly.

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Jay B Boyd
Jay B. Boyd
ASSISTANT DIVISION ENGINEER

JBB/dl

cc F. D. Morgan
D. H. Moehring
D. J. Sage

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SEP 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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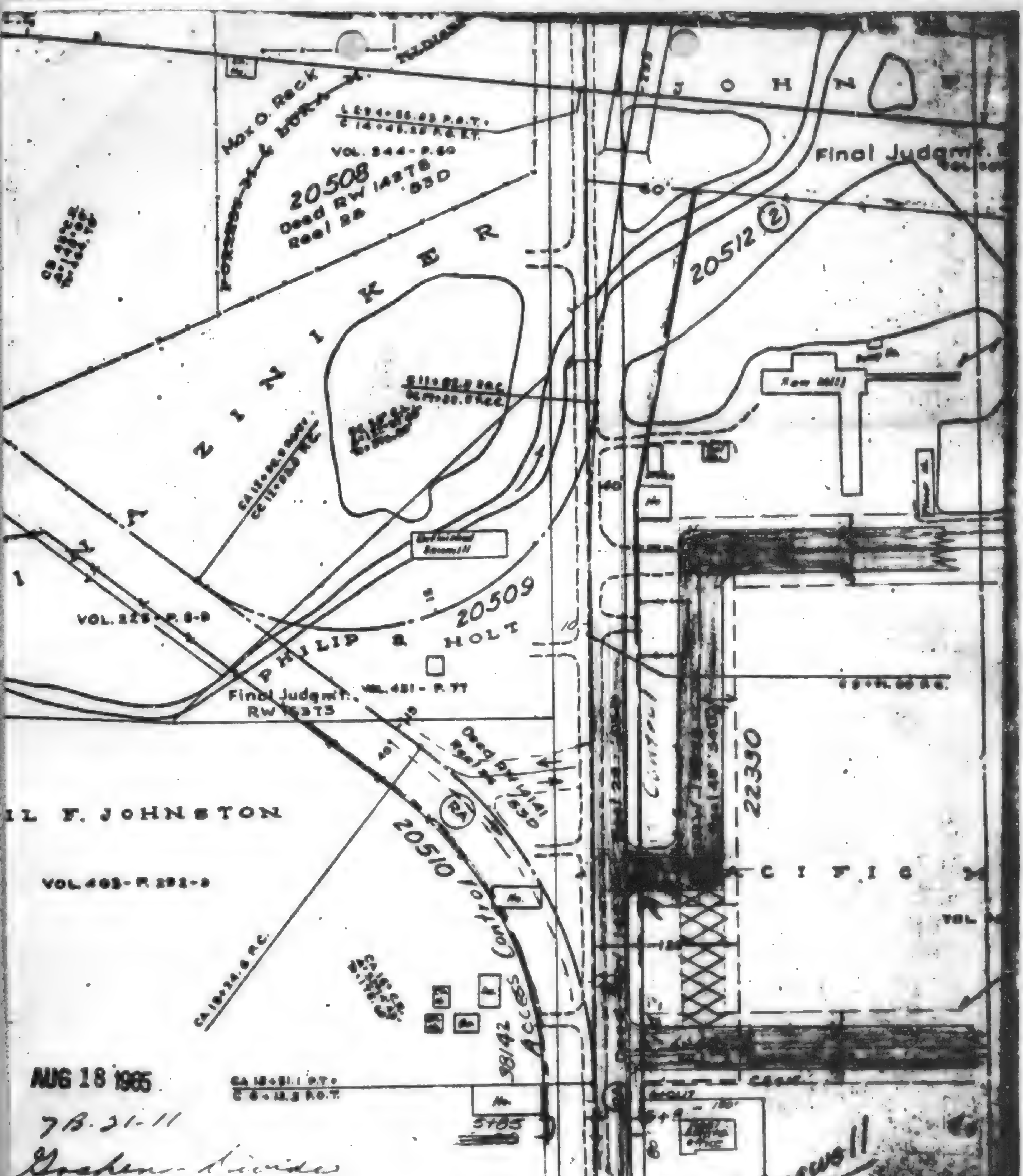
SEP 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION


Max O. Rock
Portia M. & Dora M.
VOL. 344 - P. 60
20508
Deed RW 14275
Reel 25
J O H N
Final Judgmt.
20512 ②
K E R
Z I N
Saw Mill
20509
PHILIP R. HOLT
VOL. 229 - P. 8-9
Final Judgmt.
RW 16373
VOL. 481 - P. 77
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20510
Access Control
38142
5+85
IL F. JOHNSTON
VOL. 403 - P. 292-3
Control
22330
C I F I C
VOL.
20511
to Creswell

AUG 18 1965

7B-31-11

Goshen-Divide

JAGE

RECEIVED
SEP 16 1966
FOR FILING

Const
R/W
Pac Hwy S. Sec
Creswell Int.

855

September 15, 1966

Mr. Duane L. Coop
Route 1, Box 7
Creswell, Oregon

Dear Mr. Coop:

Reference is made to your September 7 letter addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, concerning your property at the Creswell interchange. Mr. Jackson referred your letter to this office for reply.

Shortly after your previous visit to this office, I inspected the Creswell property and requested the Department's Right of Way Division to make changes that I thought were in line with your request. I understand that there has been some difficulty with appraisals and this presumably is the reason that our Right of Way people have not contacted you.

In the meantime, the Division Engineer or his assistant will be in touch with you to be sure that we understand your latest plan, which I believe is at some variance with the one you discussed with me. The Department will cooperate with you insofar as we can in resolving the matter to everyone's satisfaction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
L. R. Chandler (att.)

RLP:ms bg

RECEIVED
SEP 9 1966
FFICE OF
nn L. Jackson

Rod Porter

September 7, 1966

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Jackson:

I visited your office approximately three months ago regarding a piece of property which I own adjoining the southwest corner of the Creswell interchange to Pacific Highway No. 5. Prior to that visit, there had been some talk from your organization about limiting access from my property to the Creswell overpass. You referred me to the office of Mr. Rodney Porter and after a lengthy discussion with Mr. Porter, I was assurred by him that I would have immediate response concerning any further interest that your department might have in my property frontage. It has been over three months since this visitation and to date, we have had no word from Mr. Porter and have therefore assumed that your department had no further interest in restricting our access. I recently tendered a voluntary plan of access limitation to Mr. D. J. Sage, which consisted of a proposal to install curbs and sidewalks with two sixty-foot street openings on to the Creswell overpass road and several days after submitting this application, I received the enclosed letter from Mr. Sage indicating that your organization had some new proposal that they were going to make and therefore he was tabling my request until further notice. Now, Mr. Jackson, I have followed your instructions and done exactly as you told me to do in seeing Mr. Porter. I have not yet heard from Mr. Porter and only was informed that your office had some further interest in my property in reply to my application for a voluntary access limitation to my frontage. I apologize for again taking your time on this matter, and I understand and hope that Mr. Porter as a public servant is busy; but I think it also important that little tax payers like me that keep lead in the pencil that signs his paychecks are also entitled to some consideration.

I have enclosed herein the proposed sidewalk and curb installation showing the two accesses which I made application for, proposing to install type A concrete curbs in line with the standards set forth in DRG No. 2077 of the Oregon State Highway Department to line up with those now existing in the adjoining city of Creswell property.

I have also enclosed an aerial view showing the Creswell interchange. You will note that my property is in the foreground facing the picture and that north is to the left. Now, noting the east side of the Freeway and the north side, you will see a perimeter road feeding into the overpass which was installed by the State Highway Commission. What my proposal purports to do is to install such a road on my property which will provide access in a limited location just as the highway's feeder road on the northeast side of the freeway does. The highway installed that road at public expense and all I want to do is install such a road at my own expense to service my property and the business establishments which may come to use it in the future. I am also enclosing a copy of the letter from Mr. Sage informing me that he is not going to submit my proposal to Salem as it would be of no use. In my understanding, it is his duty to accept such applications and to forward them to your office for further processing. I find his self-imposed authority to withhold this proposal from your consideration unbelievable. Your office is apparently doing nothing that I know of further in this matter, and yet my attempts to exercise my rights of property ownership are being tabled indiscriminately and withheld from even your consideration by Mr. Sage.

As I have already stated in this letter, after not having any response from Mr. Porter, I assumed that your interest in my property had terminated and that I should do with it as I pleased. I have now sold an area 80x100 feet in the southwest corner of my property, on which there was located an office building. I am presently working on final arrangements for two service stations and a drive-in restaurant which are to locate on the remaining property which I own. My proposal to Mr. Sage to develop sidewalks and curbing with access streets limited to the areas indicated on the enclosed map were further attempts by me to develop my property as a continuation of the Creswell business development which has recently gone in near my property. It seems incredible to me that this application of mine will not even be considered because it has been tabled by the man to whom I submitted it. If I am forced to, I shall put the curb and sidewalk in on my own property; but it will no longer line up with those already installed on this road.

This is my property and I plan to use it and I am not going to be hampered by people that either have no time for me or do not keep their word. Since I have been unable to get my information conveyed to you through the normal channels, I have had to resort to writing this letter and including the information in it.

Again, I apologize for taking your time.

Sincerely,

Duane L. Coop

Duane L. Coop
Route 1, Box 7
Creswell, Oregon

FORM B-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
xxxxxxxxxxxx
Eugene, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 31, 1966

Mr. Duane L. Coop
Route 1, Box 7
Creswell, Oregon

Dear Mr. Coop:

Reference is made to your recent visit to this office in which you requested a dual road approach permit to serve your property, which is located along the southerly side of the Springfield-Creswell Highway on the west side of the I-5 Creswell Interchange.

Word has just been received that our Right-of-Way Division is now in the process of appraising your property with the possibility of acquiring all access rights east of Engineers Station 6+45. This station is approximately the same location, as that, requested for your west approach. In other words, the original access limitation at Station 5+85 is being reset 60' nearer the Freeway. This may resolve your difficulties in obtaining a satisfactory entrance. In view of what is now being undertaken, it would appear superfluous to submit the application at this time. We will hold it in this office pending further developments.

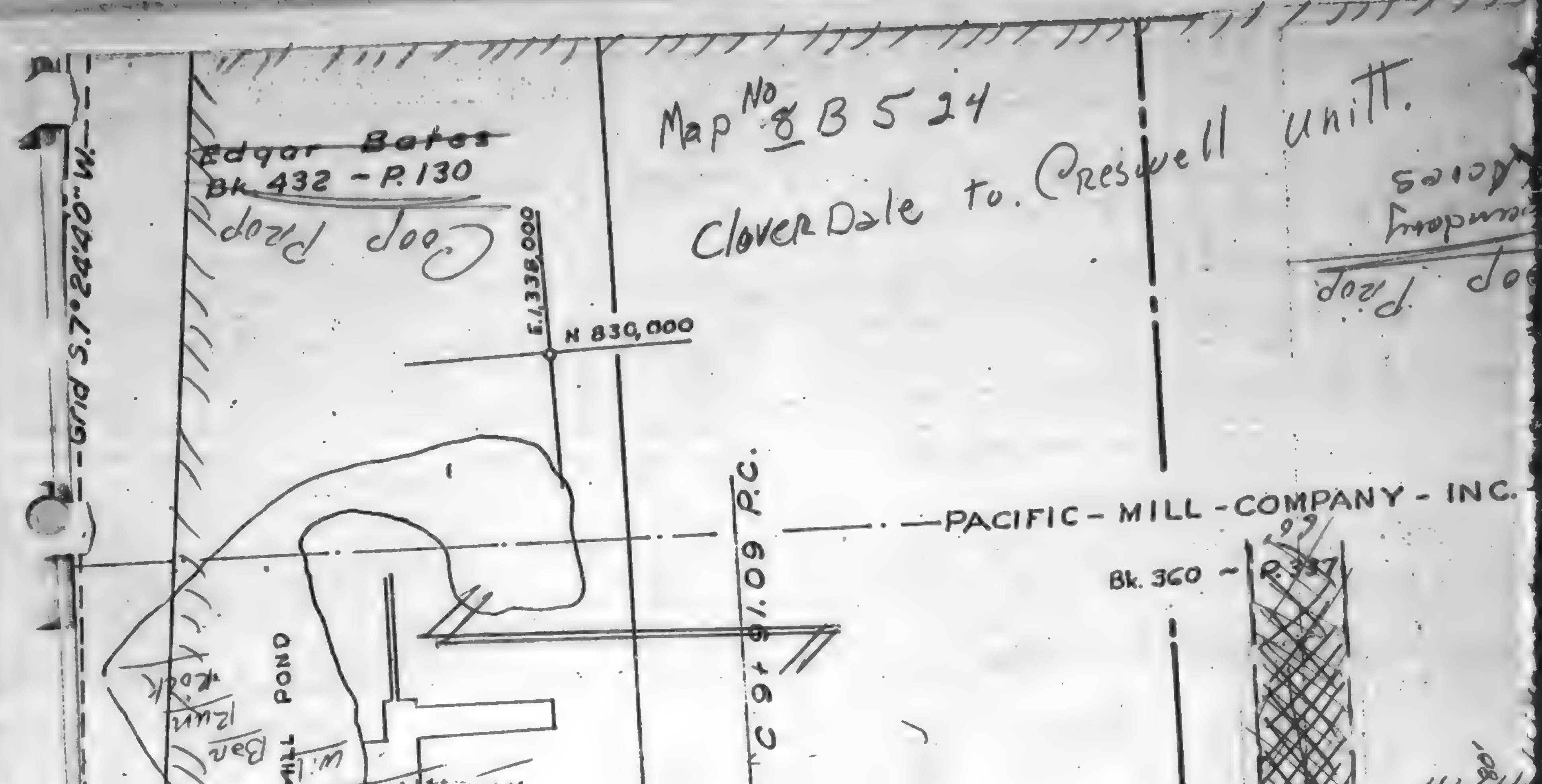
Very truly yours,

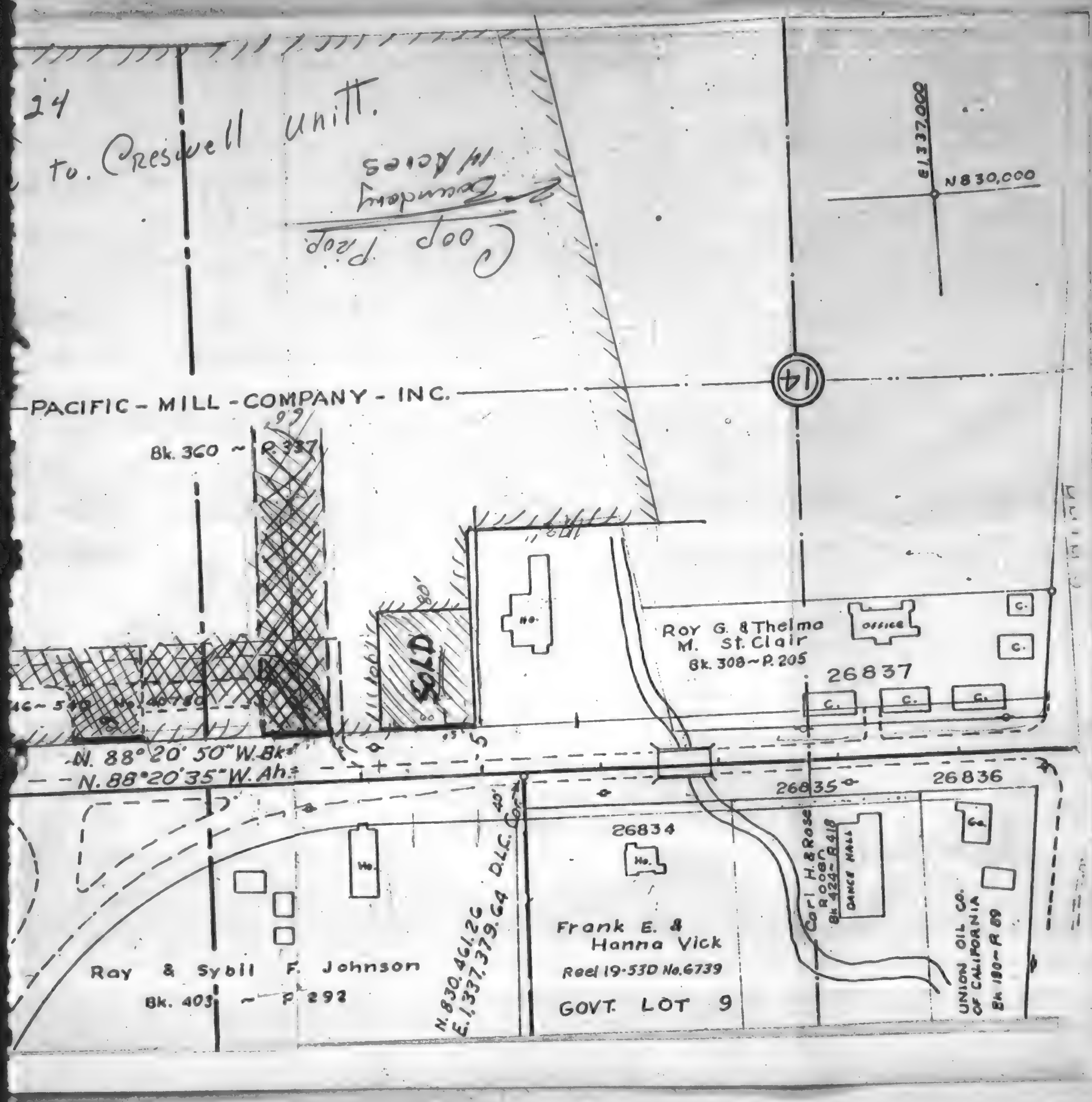
D. J. Sage
Dist. Maint. Supt.
Box 1269
Eugene, Oregon 97401

DJS:em

cc: L. R. Chandler
Legal & R/W
Permit Division

6-33-66


Map No 8 B 5 24
Clover Dale to Creswell Unitt.
Grid S.7°24'40" W.
~~Edgar Bates~~
Bk. 432 - P. 130
Coop Prop
E.1,338,000
N 830,000
Coop Prop
PACIFIC - MILL - COMPANY - INC.
Bk. 360 ~ P. 337
C 9+01.09 P.C.
MILL POND
Will Ban Run Rock
All Filled
MT. ST. POWER TRANS. STA.
Real 46~540 No. 40780
SOLD
N. 88°20'50" W. Bk.
N. 88°20'35" W. Ah.
40'
10
C 14+43.28 P.O.S.T. =
L 294+56.83 P.O.T. =
Easement for Public Access acquired in prior Condemnation suit
Ray & Sybil F. Johnson
Bk. 403 ~ P. 292


24
to. Creswell Unitt.
Coop Prop
Boundary
14 Acres
E1,337,000
N830,000
14
PACIFIC - MILL - COMPANY - INC.
99
Bk. 360 ~ P. 337
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Roy G. & Thelma
M. St. Clair
Bk. 308 ~ P. 205
Office
C.
26837
N. 88° 20' 50" W. Bks
N. 88° 20' 35" W. Ahs
26835
26836
26834
Ho.
Frank E. &
Hanna Vick
Reel 19-53D No. 6739
GOVT. LOT 9
Carl H. & Rose Roosr
Bk. 424 - P. 418
DANCE HALL
Ga.
UNION OIL CO. OF CALIFORNIA
Bk. 180 ~ P. 69
N. 830,461.26
E. 1,337,379.64 D.L.C. Cor.
Ray & Sybil F. Johnson
Bk. 403 ~ P. 292

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AUG 16 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-5-3(85)171
7270

Salem, Oregon
August 11, 1966

SUBJECT: Files 38142; 38143
Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

To:

Mr. D.H. Moehring
Right of Way Engineer
Building

This office has received approval from our front office and the BPR to eliminate any purchase of access control under File 38142 at the subject interchange. We will rely on our police powers to prevent any access farther east than the existing one approximately at Station 6+70.

We do wish to purchase, with Interstate funds, the access control under File 38143 from Station 6+45 easterly to the present highway right of way. A revised description of this has recently been sent to you.

F.D. Morgan
Construction Engineer

By D.J. Barbee
D.J. Barbee
Assistant Construction Engineer

F.B. KLA

DNS:jr

cc: F.B. Klaboe
Floyd Scott

REC[illegible]
AUG 1 [illegible]
OFFICE
STATE HIGHW[illegible]ER

A

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AUG 3 - 1966

FORM E-30 30M 10-65 SP*23401-734

FOR FILING

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R/W
Pac. Hwy S

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 2, 1966

SUBJECT: Coop Access
Goshen-Cottage Grove Section
Creswell Interchange

To: Memo to the Files

#53

I advised Mr. Barbee to move this access 60 feet easterly. He will take care of having the descriptions changed so that negotiations can proceed.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
D. J. Barbee

RECEIVED
JUL 20 1966
FOR FILING

Marquess & Marquess---CONSULTING ENGINEERS

PHONE 343-6112

1058 LINCOLN ST.
EUGENE, OREGON
97401

I-5-3(85) 171
7270

July 15, 1966

Mr. Carl Williams, Ass't. Div. Engineer
Oregon State Highway Department
Division Engineer's Office
Roseburg, Oregon

Subject: Approach - South-East side Creswell Interchange

Dear Sir:

Reference is made to your letter dated June 29, 1966 and my letter dated June 28, 1966.

Mr. Edwards, a State Right-of-Way Agent stopped in to see us yesterday to brief us on developments in the area where we are concerned.

It appears that reconstruction of the Highway could eliminate our problem, especially if the two short structures referred to in our letter are either removed or changed to eliminate access and visual problems. We believe both structures could be replaced with culvert type water passages at a saving to the State and an improvement in visual aspects.

It would be appreciated if you could send us a print showing final design elements in the area where we are concerned when final re-design of this segment of the highway is done.

Thanks in advance.

Sincerely

Robert F. Marquess

RFM:mm
cc: Mr. Forrest Cooper

NOTE TO MORGAN 7-19-66:

Please see that this
is handled.

FBK

RECEIVED
[illegible] 18 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1966
FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-3(85)171
7270

DATE: June 7, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A W Parsons

SUBJECT: Oregon Project I-5-3(70)184
Creswell Interchange
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on August 5, 1965.

Inasmuch as File 38143 is deemed to have reasonable access remaining, Federal participation will be limited to an appropriate share of $4,360, the amount stated in our May 4 memorandum.

The project agreement will be forwarded for your approval under separate cover.

Enclosure

REFERRED TO w/ encl.
BY ASST. STATE HWY. ENGR.
6-13-66

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1966
SP*23401-724

FOR FILING
Const
[illegible]
Pac Hwy
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 31, 1966

SUBJECT: File 38143, Coop
Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

To: Memo to the File

On May 19, Mr. Coop visited my office and made a request that we move the access control line bordering his property in the southwest quadrant of this interchange easterly approximately 60 feet.

We spent a considerable time going over the reasons that the access control lines have been established as they appear, but this did not satisfy Mr. Coop.

Basically, the access control line covers the absolute minimum that we need to control for safety purposes. It has already been pulled back easterly some distance in order to make Mr. Coop's access and the access serving property across the street easier to use.

After about an hour's conversation with Mr. Coop, the situation remains exactly the same as it was before he came in.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 4, 1966

In reply refer to: 08-35.7

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(70)184
Creswell Interchange
Parcel 38143, Coop

We are in receipt of Right of Way Engineer D. H. Moehring's letter of April 20, 1966, which transmitted a revised appraisal and revised review covering the Coop property.

In previous correspondence we had indicated that the property appeared to retain reasonable access to an existing public road, and must therefore be considered on the basis of paragraph 6k of PPM 21-4.1(3), dated October 17, 1963. At that time we requested your comments concerning this aspect of the case, but no additional information was provided in Mr. Moehring's April 20 letter.

Orig to
Moehring
5-4-66

We have reviewed the revised appraisals, and based upon the information contained therein, we can approve Federal participation in the allowance of $4,360 for moving the real estate office building and providing a graveled parking area at a relocation site. The moving of the real estate office building will provide reasonable access to the remaining Coop property, and therefore precludes Federal participation in the additional costs and damages outlined in the State's appraisal.

copies to
Young
Malson
5-9-66

RECEIVED
MAY 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

copy to
Olson
5-17-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MAY 27 1966

Porter

Chief
R/W
Pac Hwy S.

Ap.

NOTED
F. B. KLABOE

May 23, 1966

08-35.7
File No. 38143-Coop
Creswell Interchange
Oregon Project No.
I-5-3(70)184

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your May 4 letter concerning the appraisal of the restriction of access against the subject file. At the present time we are waiting for a fee appraisal from Mr. Lynn Harris of Eugene, and upon receipt of his appraisal I will correspond with you further on this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
R. L. PORTER

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: R. L. Porter
L. M. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
MAY 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 3 - 1966

FOR FILING

I-5-3(85)171

7270

May [illegible], 1966

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting PR-2 Forms "Request for Program Change" for project I-5-3(85)171, Goshen-Cottage Grove, to include in the "Character of Proposed Work" the purchase of utility right of way (easements) at Goshen and Creswell Interchanges required for the utility adjustments. The State will be acquiring the right of way easements and will deed them to Pacific Power and Light Company. The State's obligation in this matter is set forth in Mr. Jack L. Collis' letter of March 4, 1966 to the Pacific Power and Light Company, a copy of which is enclosed.

We are also submitting two copies of plan sheet [illegible] showing the easement required at Goshen Interchange at an estimated cost of $7,500.

The easement required at Creswell Interchange has not been definitely established, and sketch maps will be submitted as soon as possible. The estimated cost is approximately [illegible].

We hereby request your authorization concurrent with your approval of the program change, to proceed with actual acquisition of the easement required at the Goshen Interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible] Young
Office Engineer

[illegible]: ls
cc: R.N. Chase
T. Litchfield
M. Mitchell

RECEIVED
MAR 14 1966

FOR FILING
I-5-3(85)171
7270

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1966

SUBJECT:

To: MEMO TO FILE

On this date, George Williams of the Washington, D. C. office of the Bureau of Public Roads called re four items that I had discussed with him in his office on January 18.

(1) Raising the vertical clearance of a structure on I-5 near Creswell; denied.

(2) Changing an access at the McVey Interchage on I-5 south of Eugene; approved.

(3) Request for change of design on the Lower Boones Ferry Road Interchange (I-5); denied.

(4) 6:1 slopes on the Goshen-Cottage Grove Section south of Creswell; approved.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn ms

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

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JAN 28 1966

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Spec

Salem, Oregon
January 27, 1966

F. B. Klaboe
Assistant State Highway Engineer
OFFICE

On January 17, I discussed with George Williams, Director of Engineering for the Bureau of Public Roads, Washington, D. C., the structure at the Creswell Interchange on I-5 in Lane County.

Mr. Williams seemed to react against federal participation in the cost of raising this structure. The Bureau seems to have a fetish against fixing anything on the Interstate System if they can find a plausible or unplausible excuse for not doing so.
Mr. Williams did, however, promise me an [redacted].

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

RECEIVED

Form CD-[illegible] (11-63) (Pres. by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

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Spec

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 3, 1966

In reply refer to: 08-35-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-5-3(60)175, Goshen - Cottage Grove Section
Creswell Interchange -- Vertical clearance
Hawley Road Undercrossing -- Vertical clearance

Mr. Edwards' letter of October 22, 1965 and Mr. Barbee's letter of November 16, 1965 requested that we approve participation of Federal funds for raising the structures at the subject crossings under the "Highway Safety Improvement Program".

The matter was forwarded to our Washington office for determination of eligibility. It was there determined that, since the accidents referred to have been the result of illegal operations of overheight vehicles, enforcement of the current 13'6" maximum vehicle height restriction should eliminate further accidents at this location. Therefore, this project is not eligible for Federal participation with Interstate funds.

We want to emphasize that the reason for the ineligibility is that the vehicles having the accidents are overheight according to State Law. We want to encourage your continuing efforts at programming to eliminate hazards. Our Washington office has rescinded as much of paragraph 2d of PPM 21-16, as excludes Safety projects on Interstate systems. Improvements on a previously constructed section of Interstate highway that protect the traveling public from a hazard may be financed with FAI funds as a Highway Safety Improvement. Guardrail sections that protect from collisions with sign supports and bridge piers, and removal of large concrete sign foundations on the shoulders, are examples of such improvements. Identification of safety improvements started as a part of the 1965 Interstate estimate, page 5 of the manual. FAI participation is limited to revision of unforeseen "spot" elements of a minor nature contributing to accident-prone conditions. Operational improvements, such as added lanes, reconstruction of whole ramps, or reconstruction of whole interchanges will not be approved.

2 copies to [illegible]
1-5-66

1-5-66
REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr.

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OFFICE OF
STATE HIGHWAY ENGINEER

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 8, 1965

SUBJECT: Creswell Interchange
Interstate 5
Lane County

To: Memo to the Files

Lp

Mr. Adrian Olson and I met with Mr. Robert F. Marquess on this date. We advised him that we had attempted to get Bureau of Public Roads' approval of a diamond leg in the S. W. quadrant without success. We also advised him that even if we had received Bureau of Public Roads' approval, we would still keep in operation the free-flowing ($\frac{1}{4}$ cloverleaf pattern) movement from east to south. We agreed, however, to move the access control point 15 feet easterly in front of his property so as to line up with the access control point across the highway. This would also allow Mr. Marquess to construct a better access to his property.

Mr. Marquess appeared to be satisfied that we had done our best now and that we were "not wasting taxpayers' money".

Olson will check traffic once more to see if the diamond leg is warranted. He is also to check with Gerald Attig, Lane County Engineer, to see if he has any additional information that would tend to change the picture.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter
Mr. Adrian Olson

RECEIVED
DEC 8 - 1965

FOR FILING

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R/W
Pac Hwy 5

267K

December 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Hadley Road Structure
Cottage Grove-Divide Section
Interstate 5 - Lane County
Your File: 08-35-[illegible]

Dear Sir:

Reference is made to Mr. Doe's November 23 letter in regard to Creswell and Hadley Road structures and their possible raising under the Spot Improvement Program if not under the normal procedures.

To add to the record on Hadley Road, additional search indicates that the structure was hit and damaged on January 3, 1962, in April 1962, and on August 13, 1965. Intermittent high loads have hit and caused some damage on numerous other occasions but damage was minor and no reports were filed.

The vertical clearance on the northbound lane (where the accidents have occurred) is 14'17" and on the southbound lane 15'0". If further data is desired, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler / Encl.

ADO:jp srb

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 23, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(60)175, Goshen - Cottage Grove Section
Substandard vertical clearance

Mr. Barbee's November 16, 1965 letter suggested that the proposal in Mr. Edwards' October 22, 1965 letter to raise the Creswell structure be considered as a spot accident improvement, and that the Hawley Road structure be similarly considered.

Such consideration is being given to Mr. Edwards' proposal. If favorable action is received on the Creswell structure, similar consideration will be given to the Hawley Road structure if you furnish specific information on the vertical clearances and accident record involving the structure.

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Trout
Scott
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Olsen

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CONSTRUCTION
DIVISION

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NOV 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Morgan
copy to Edwards
Young
11-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RID

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Form CD-121 [illegible] (Prec. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Mocking

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROA
477 Cottage St
Salem, Oregon 97

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 7, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(70)184
Creswell Interchange
Parcel 38143, Coop

REFERRED TO
Young - Olson
By Asst. State Hwy. Engr.
12-14-65

The State's staff appraisal dated October 26, 1965 estimates that the fair cash market value covering the acquisition of access rights from the Coop property is $10,000. The estimate represents a payment for loss or impairment of access. Inasmuch as the property appears to retain reasonable access to an existing public road, it must be considered on the basis of paragraph 6k of PPM 21-4.1(3) dated October 17, 1963. Before a final decision can be reached concerning Federal participation, your comments are requested.

There are several other aspects of the appraisal that in any event would need further explanation. The estimate includes a damage of $500.00 an acre to the east, 5.5 acres or a total of $2,775.00. In addition, the appraisal allows $3700.00 for land and construction costs to provide a service road to the easterly part of the property. At the present time the easterly area of the property is physically precluded from having direct access to the public road, except at considerable expense, by the high fill for the structure crossing Interstate 5. The construction of a service road would appear to give it as good access after the taking as before the taking. Your appraisal does not provide sufficient documentation for the $2775.00 damage allowance.

It is also noted that the state presently has a road easement over the area adjacent to the public highway which would appear to preclude developing the property as outlined in the appraisal. This aspect of the appraisal needs further study as the road easement might be used for trading purposes with the property owner.

The appraisal should be further documented in accordance with the State's Manual of Appraisal Standards concerning Items 7-2 and 7-3, Cost Approach; Item 16, Cost to Cure; and Item 8-3, as to the sales sheets showing terms of the sales.

Orig to Mocking 12-10-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Marquess & Marquess --- CONSULTING ENGINEERS

PHONE 343-6112

1058 LINCOLN ST.
EUGENE, OREGON
97401

DEC 14 1965

FOR FILING
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December 7, 1965

12-14-65
copy REFERRED TO
Morgan
By Asst. State Hwy. Engr.
att Olson

Mr. D. J. Sage, Dist. Maint. Supt.
State Highway Department
Post Office Box 1269
Eugene, Oregon

Subject: Curb Cuts - Creswell Interchange Approach
Creswell, Oregon

Dear Sir:

Enclosed is a revised Site Plan of our property on the North West side of the Creswell Interchange.

Due to the position the State Highway Department has taken with regard to access control, Texaco Oil Company no longer desires to locate a Service Station at the original Service Station Site shown on the enclosed plan. The Station Site will therefore have to be move to the West to the new location shown. The new location will create considerable change in our planning as shown on the enclosed plan.

As far as the StateHighway is concerned the changes will entail the following:

(1) A new 50 foot curb cut for moving the existing paved Trailer Court street to the West.

(2) A new 15 foot curb cut for moving the existing gravel street 15 feet to the East.

(3) Two curb cuts into the new service station site. The location and size of these cuts can not be exactly determined until the Station design is finalized. We will advise you of these as soon as possible.

If you see any problem in the changes involved, please give us a call and we would like to discuss the matter.

In the final design stages of the Service Station, we would also like to meet with you and work out mutual solutions for Pedestrain Walkways or Sidewalks. The situation is pretty bad right now because

COPY

there is no place for people to walk. The curb along the edge of the Highway paving force rain water to run in the area people normally walk in along the side of the Highway.

Thanks in advance for your attention to the above matter.

Sincerely

Robert F. Marquess

RFM:mm

cc: Mr. Forrest Cooper

NOTED
F. B. KLABOE

RECEIVED
DEC 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 13 1965
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
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December 3, 1965

Mr. Robert F. Marquess
Marquess & Marquess
1034 Lincoln Street
Eugene, Oregon 97401

Dear Mr. Marquess:

Reference is made to your November 22 letter relative to the revamping of the Creswell Interchange on Interstate 5 in Lane County.

I suggest that you discuss this with F.B. Klaboe, Assistant State Highway Engineer, who is familiar with the details of the plan. Mr. Klaboe is available on the afternoon of December 8 and anytime on December 9 or 10. If these dates are not satisfactory, please call Mr. Klaboe (telephone 364-2171, extension 1071) and he will be glad to arrange a mutually satisfactory time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe - att.
Victor D. Wolfe

Marquess & Marquess---CONSULTING ENGINEERS

PHONE 343-6112

1058 LINCOLN ST.
EUGENE, OREGON
97401

November 22, 1965

Forrest Cooper - State Highway Engineer
State Highway Department
Salem, Oregon

RE: Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

Gentlemen:

I received a visit from Mr. Frank North, the State of Oregon Right-of-Way Agent, last week and he informed me that the State desired to purchase the access right of way accross property which I own that borders the North-West ramp of the Creswell interchange.

I informed Mr. North that I do not desire to sell my property access rights as I intend to use the access and requested the reason why the State desired to purchase these rights. Mr. North did not know reasons for decisions that had been made so I am contacting you to find out.

I consider the access rights to this property as being quite valuable and I desire to explore all alternate possibilities before they are taken away by condemnation.

The Creswell interchange has been a problem for some time, the design of the Southbound turnoff is dangerous and the overpass is too low. It is understood that contemplated construction will correct these problems. Since construction is going to take place, I as a taxpayer would hope that the design and work would take care of the interchange for many years. Much taxpayer money is wasted when work like this has to be done over because original design was not correct.

I do not know how much you know about the situation at Creswell so I will outline the factors that I believe will increase the use of this interchange:

(1) The growth of Creswell has been nill for many years because of no sewage system. This was corrected two years ago by the City constructing a new modern sewage system and installation of a new water system. These two basic items have started a new growth period for the area.

New business have come in and more are coming. As the entire area develops, so will the use of the interchange.

(2) I have personnaly observed that a large amount of traffic use this interchange to take the Cloverdale Road shortcut to Highway 58 and vice versa. On weekends especially there is a lot of this type of traffic.

(3) There has been considerable talk in the area about a future road from the West side of Creswell that will tie in to the South end of Eugene. It is believed that this will surely develop and when it does the use of this interchange will have a enormous increase.

Based on the above factors, I believe the West end of this interchange should be a diamond pattern. I have personally observed much confusion of traffic at the West end of the present interchange, it seems to confuse motorists that are not familiar with the area. Many of them that want to go south on the freeway will stop in the main traffic lane leading to the overpass and study the signs and road markers before taking the lane that will put them on to the Freeway. Another bad feature at this point is that this traffic has to pass through the East-West Overpass traffic lane to enter the lane to go south on the Freeway. The short radius of the turn is also difficult for inexperienced drivers pulling boats and house trailers and some large trucks have difficulty in making the sharp turn.

I believe that if construction is performed according to your drawings which I received on September 7, 1965, that it will only be a matter of time until the State will have to come back in and do the job right by putting in a diamond pattern. If so, there will be much money wasted by these construction costs that never really solved the problem. It would be cheaper for the taxpayers of Oregon to go in and do the job right and be done with it. I also believe that if the diamond pattern was built on the West side of the interchange that the State would not need to purchase access rights across my property because the saving of space eliminated by the South bound lane would allow the other lane to be moved East a distance more than equal the distance that would be purchased from us.

Before things go further, I would like an opportunity to meet with you to discuss this situation, particularly with regard to design of the elements that affect my property. If you will name a time and place I will call you to confirm the time.

Sincerely

R. Marquess

Robert E. Marquess

cc: Glenn Jackson
Frank North
Creswell Chamber of Commerce
Attorney

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STATE HIGHWAY ENGINEER

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October 29, 1965

[illegible] & [illegible]
Consulting Engineers
1058 Lincoln Street
Eugene, Oregon 97401

Attention: Mr. Robert F. [illegible]

Re: Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

Gentlemen:

This is in answer to your letter of October 19 regarding the subject interchange.

The access control line as shown on the print sent to you September 7 is firm and cannot be moved easterly. A Right of Way Agent should contact you early in November to negotiate for these access rights.

According to our present plans for raising the Creswell structure, the present grade of the crossroad will remain as is to just east of the ramp terminals on the west side of the highway. No revision of grade would occur across the frontage as stated in your letter of October 19.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. D. H. Moehring

DHS:jp srb

Marquess & Marquess . . . CONSULTING ENGINEERS

PHONE 343-6112

1058 LINCOLN ST.
EUGENE, OREGON
97401

REFERRED TO
Klaboe

October 19, 1965

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CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Dear Sir:

Reference is made to your letter dated September 7, 1965 and the print which was enclosed with it.

The "No Access" line you have marked in freehand on the print presents a problem to me in that I have a tentative lease with Texaco Oil Company for a station on the N. W. Corner of the interchange where the existing house and garage are located. We are also planning a Motel to the North of this area. Both the Station and Motel have planned to use the existing access from the Highway into the existing residence. I have shown your print to Texaco Oil Company and Texaco indicates that if the "No Access" line is firm that they may not desire to construct a Station there.

My question to you now is: Can the terminal point of the "No Access" line be moved East on the North side of the Highway to a point just East of the existing driveway into the existing residence garage? In your letter you mention that you have authority to purchase the additional access control as indicated by the "No Access" line on the print but no one from the State Highway Department has ever contacted me to date.

The Texaco Oil Company representative has talked to State Highway Department Officals and advised me that there is also a possibility that the Overpass over the Freeway may be raised. If this is contemplated, I would like to know if the grade of the Highway along the front of my property would change? (From existing residence on N.W. side of interchange to West edge of Trailer Court Property). My reason for concern in this instance is that our Trailer Court development has been constructed to meet the grade of the existing Highway. If this grade is raised, it would give us problems.

Your attention to the above questions would be greatly appreciated.

Sincerely

R. Marquess

Robert F. Marquess

RFM:mm

cc: F. D. Morgan - Construction Engineer
Salem, Oregon

D. J. Sage - Dist. Maint. Supt.
Eugene, Oregon

RECEIVED
OCT 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

FORM 2-469X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 7, 1965

Marquess & Marquess
Consulting Engineers
1056 Lincoln Street
Eugene, Oregon 97401

Attention: Mr. Robert F. Marquess

Gentlemen:

Herewith a print of a plan showing our proposed revision to the Creswell Interchange. The only contemplated construction will be to the connecting ramps at the highway. We do expect to purchase more access control as depicted by the heavy dash-dot lines shown on the plan, and at this time have authority to appraise and negotiate for said additional access purchase.

It is hoped this will be of assistance to you in your planning.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

DNS:jp
Enclo.

cc: D.j. Sage, DMS
General Files

FORM 2-138X-50M 2-60

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID [illegible], MEMBER
PORTLAND

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1965

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Spec

Subj: Substandard Vertical Clearances
Interstate 5
Lane County

Dear Sir:

By letter of October 22, Mr. Edwards again brought to your attention the Creswell Interchange structure and also the Hawley Road structure and requested approval for the necessary revisions.

We suggest that these might well be subjects for the "Spot Accident Improvement Program" and request FAI participation in correcting these two problem structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

ADO:jp

cc: Tom Edwards
F.B. Klaboe

RECEIVED
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OFFICE OF
STATE [illegible]

NOTED
R.L. PORTER

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October 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

3449

Re: Substandard Vertical Clearances
Interstate 5 - Lane County

Dear Sir:

The Creswell Interchange was constructed prior to the advent of the Interstate system. The standard clearance of 15 feet at the Creswell undercrossing was provided. Improvement of the surface was undertaken, along with the adding of two lanes from Goshen to Cottage Grove under the Interstate program. During that program certain other undercrossings were raised to the standard clearance of 17 feet, but such improvement was denied by the Bureau at the Creswell undercrossing. The improvements under a contract began in 1961 and upon being completed on August 6, 1963 resulted in a reduction of the clearance to 14 feet 6 inches.

Since that time this structure has been damaged six times by high loads. The accidents occurred on August 9, 1963, September 5, 1963, September 14, 1963, March 16, 1964, October 5, 1964 and September 8, 1965. Photos of the damage occurring in September, 1965 are attached.

This highway is a part of the National System of Interstate and Defense Highways and is not of the clearance prescribed in the standards. Further, the substandard clearance structure can, in our estimation, be damaged to the extent that it could collapse with serious consequences, particularly with respect to loss of life and stoppage of traffic on the Interstate system.

In addition to the foregoing, the Rowley Road undercrossing near Divide, although not such a severe problem, is also subject to damage in the northbound lane where clearance is 14 feet 7 inches.

We request that the Bureau reexamine their position with respect to the clearance of these two structures on which previous requests have been made to provide standard clearance and approve at this time the revisions necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan (enc.)
Ivan Merchant
L. E. Young (enc.)
C. E. Maison (enc.)
E. S. Hunter

TE:jwa

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1965

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 15 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

SUBJECT: DAMAGE TO LOW STRUCTURES
Over Interstate-5

To:
E. S. Hunter
Maintenance Engineer
OFFICE

Herewith list of damage reports covering damage to the Springfield-Creswell and Hawley Road Overcrossings on I-5, caused by high loads striking the concrete beams in the northbound lanes:

SPRINGFIELD-CRESWELL #7739, MP 135.57 — Existing VCNB 14'6"
Existing VCSB 14'10"

Damaged	By	Costs
Aug. 9, 1963	R. A. Fulton	$225.
Sept. 5, 1963	Allen Bros.	500.
Sept. 14, 1963	Unknown	320.
Mar. 16, 1964	Unknown	600.
Oct. 5, 1964	John H. Cline, logger	850.
Sept. 8, 1965	John R. Defoor, logger	1,000. *

* Estimate not completed

Oct 26 66
June 4 66

HAWLEY ROAD UNDERCROSSING #7862, MP 149.15 — VCNB 14'7"
VCSB 15'0"

Jan. 3, 1962	Angell Bros. Const. Co.	$1,250.
April, 1962	Unknown	500.
Aug. 13, 1965	Unknown	950. (Estimated)

Intermittent high loads have hit and caused minor damage on numerous occasions on the above structures, as damage was minor no reports were filed.

It is recommended that these structures be raised to a minimum of 18' clearance.

ORIGINAL SIGNED BY H. W. HUGHLETT

H. W. Hughlett
State Bridge Superintendent

HWH:hl

cc: Tom Edwards ✓
L. R. Chandler
Ivan Merchant

Merchant
Discuss

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Form CD-121 UNITED STATES GOVERNMENT

RECEIVED AUG 1[illegible] 1965

Memorandum

Klabe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FOR FILING I-5-3(85)171

7270

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 5, 1965

In reply refer to: 08-35.3-EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

We are approving the two Stage 2 projects submitted with Mr. Young's letter of July 28, 1965, effective this date, listed as follows:

Item	Project	Location	Work
415	I-5-2(49)82	Glendale Interchange	Scenic Strip
416	I-5-3(70)184	Creswell Interchange	Access Control

You are authorized to proceed with incidentals and right-of-way acquisition on Item 415, subject to the first two conditions outlined in our July 2, 1965 memorandum regarding preservation of natural beauty.

You are authorized to proceed with acquisition of access control on Item 416 subject to the following conditions:

(1) Extending westward from the freeway, Federal funds will participate in the purchase of this access control up to approximate Station C5+20 on the south side of the crossroad and approximate Station C5+15 on the north side if such control can be obtained at a reasonable cost.

(2) Federal participation is subject to the provisions of paragraph 6k, PPM 21-4.1(3) dated October 17, 1963.

This program approval and authorization provides for the right-of-way phase on 1.23 miles of highway at a total estimated cost of $42,000 with $27,500 sliding scale and $12,000 in 100 percent Section 319 Interstate funds reserved and obligated therefor.

REFERRED TO
By Asst. State Hwy. Engr.
Young 8-15-65

RECEIVED
AUG 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 13 1965

FOR FILING

I-5-3(85)171
7270

[illegible]

Dear Sir:

[illegible]

[illegible]

1. [illegible]

2. [illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

RNC:cd

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR
(PPM 21

CARD 2
REPORT NUMBER: 1 (19) (20)
PROJECT LOCATION (45 typewriter spaces): I-5 Glendale Interchange 21 65
ADT
PRESENT: 4,200
FUTURE: 14,000 (66) (70)
YEAR: 85 (71)

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right of Way Purchase 28 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH (74)

CARD 4
CLASS OF FEDERAL FUNDS: Interstate
COUNTY NAME: Douglas
NAME OF URBAN AREA 17-31
ROUTE NO. I
FEDERAL - AID: I-5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
5	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		I-5 Glendale Interchange			
5				S	**ROW** R/WS				12,000	12,000
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.23	12,000	12,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

65	**ADT**	PRESENT 4,200	FUTURE 14,000 (66) (70)	YEAR 85 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)
							ITEM NO. 415 (14) (18)	

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 5-2(49) 7 13	I. Projects Only POST MI. 82 24 (26) DESIG. 27

COUNTY NAME Douglas	CODE 019 (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE (36)
U.S. (37) I-5 (41)		

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					ROW Purchase (Scenic strip) incl. Preliminary work. (4-12 lanes H.T. Pave, 10'R and 6'L shldrs. with 76' median)
	12,000	12,000			
					ROW 250' min; access Control-Full; Parking Restrictions complete.
1.23	12,000 (19) (23)	12,000 (24) (33)			

REMARKS

(over)

USCOMM DUSCOMM-DC 48908-P61

Additional Data-Items 121, 356, 362, and 379; Project Nos. I-5-2(22), I-5-2(33), I-5-2(36), and I-5-2(42).

Assistance to displaced persons-none involved.

The proposed ROW project consists of purchase of four parcels, lying easterly and adjacent to the highway at the Glendale Interchange, to provide a scenic strip and for preservation of natural beauty. The approximate length of the strip is 1.23 miles with an average depth of approx. 1200' and contains 113.2 acres.

The parcel of land now owned by the Highway Department between parcels File No. 38187 and File No. 38188 will be included as part of the scenic strip.

The project to be funded under paragraph 4a of PPM 21-4.6.

104(b)(5) Estimate $0.00 Section A16

RECEIVED
JUL 29 1965
FOR FILING

I-5-3(85) 171
" 7270

July 28, 1965

Hon. Clyde C. Holleman
Mayor of Creswell
Post Office Box 476
Creswell, Oregon

Dear Mayor Holleman:

Sometime ago you asked for a meeting with the State Highway Engineer to discuss interchange problems at Creswell. Subsequent to that time, members of the Highway Department staff talked to you and an application was made to the Federal Bureau of Public Roads for an additional southbound ramp.

Recently, our Mr. F. B. Klaboe reported to you that the Bureau of Public Roads will not give the application favorable recommendation. However, if you desire to discuss the problem further with this Department, the Highway Engineer or I will be glad to talk to you at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1965

SUBJECT: Contact with Mayor of Creswell

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Reply is made to your assignment of March 29, 1965 to contact Mayor Clyde C. Hollemon, City of Creswell. I did contact the Mayor and a Mr. Larry Armbrust, Postmaster and Vice President of the Creswell Chamber of Commerce, on April 2, 1965.

The Mayor and the people of Creswell are interested in improving certain features of the Creswell Interchange. In particular, a new ramp for southbound traffic from Creswell onto the Interstate Highway.

I showed the gentlemen our proposed improvement of this interchange. Our proposal did not, however, contemplate construction of a new southbound on ramp.

We are preparing a plan and estimate of cost to accomplish the movement requested. This plan and estimate will be submitted to you when prepared in the near future.

Had hoped to have this study completed prior to this date, but press of other work has delayed this report.

F. D. Morgan
Construction Engineer

FDM:fp
cc F. B. Klaboe
L. R. Chandler

NOTED
R. L. PORTER

RECEIVED
APR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 90M 2-63 SP*8479-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1965

SUBJECT: Contact with Mayor of Creswell

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

NOTED
R. L. PORTER

Reference is made to my letter of April 22, 1965 addressed to you regarding a contact made with Mayor Clyde C. Hollemon, City of Creswell.

I agreed at this meeting to prepare a plan and estimate of cost to accomplish the southbound off-on movement from the Springfield-Creswell Highway requested by Mayor Hollemon. Attached hereto is a plan of the Creswell Interchange showing a "Preliminary Layout Sheet" of this on-ramp. This revision is estimated to cost approximately $105,000.

Attached hereto is a rough draft of a letter which you may wish to send to Mayor Hollemon.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachments

RECEIVED
MAY 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1965
FOR FILING
Corres
R/W
Pacific Hwy S

1pc

July 19, 1965

Mr. Duane L. Coop
Route 1, Box 7
Creswell, Oregon

Re: Roadway Easement-Creswell
Interchange, Goshen-Cottage
Grove Section, Pacific Highway
Lane County

Dear Mr. Coop:

This is a follow-up on our letter to you dated June 4 regarding the roadway easement under File No. 28338.

We expect to have a Right of Way Agent contact you in the near future regarding the purchase of additional access restriction on your property and, at that time, we will release the roadway easement as a part of said purchase.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. D. H. Moehring

DHS:jp srb

FORM 2-30 · 30M 3-63 SP*6470-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1965

SUBJECT: Roadway Easement-Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway - Lane County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

I am returning correspondence on the subject section recently handed to Mr. Stoudenmeyer for circulation within the division office and headquarters much the same as a surplus property sale.

In checking with the Right of Way Division, it was learned that since both the property on which the easement lies and the property the road on said easement was to serve are owned by the same individual, we have no legal hold on the easement.

At present we are proposing to the Bureau of Public Roads an additional on-ramp at this interchange and it lies in the same quadrant as the aforementioned road easement. Along with the ramp we are proposing to purchase access rights to the cross road as shown on the accompanying print of the right of way map. We expect an answer to this proposal from the Bureau very soon, and the Right of Way Division highly recommends that we hold our road easement until we are in a position to deal with the property owner for his access rights.

F.D. Morgan
Construction Engineer

By D. J. Barbee
D.J. Barbee
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

TED
D. H. MOEHRING

REFERRED TO
Olson
Asst. Const. Engr.

DNS:jp
Attachment

cc: D.H. Moehring

RECEIVED
JUN 2 1965
OFFICE
STATE HIGHWAY ENGINEER

Creswell, Oregon
May 26, 1965

State of Oregon,
Highway Department,
Salem, Oregon

Dear Sir:

Re: Roadway easement located at Creswell interchange adjecent to the south right of way line of Highway #222, and known as instrument #40 780, file #22330, dated October 15, 1954.

Subject easement was secured by the Highway Department from the former property owner, Pacific Mill Co., in order to construct a roadway easterly to a land-locked property located east and adjecent to the Pacific Mill Company's property, which was formerly owned by Edgar D. Bates.

On January 21, 1961, I purchased the Pacific Mill Co. property and on April 5, 1963 and June 16, 1964, I comple ted the purchase of the Edgar D. Bates property. Therefore both of these properties are now in one ownership, and there is no further need for the state to construct the paid roadway east to formerly land-locked property, which was owned by Mr. Bates.

This easement is a cloud on my title, and is interferring with my planned development.

Since these properties are now in one ownership I request that the said easement be released by the State, and I will in turn relieve the State of all their liability for the construction of the roadway to the former Bates Property.

I will appreciate your prompt handling of this matter, and if additional information is needed please advise me.

Yours truly,

Duane L Coop

Duane L. Coop
Route 1 Box 7
Creswell, Oregon
Phone 895-4184

FORM 2100

PACIFIC POWER & LIGHT COMPANY
Springfield, Oregon

October 1, 1962

Mr. and Mrs. Duane L. Coop
Lorane Route, Box 149A
Cottage Grove, Oregon

Dear Mr. and Mrs. Coop:

Enclosed is the original copy of the Bill of Sale conveying to you surplus electric facilities located south of Oregon Avenue and approximately 400 feet west of U.S. Highway 99, situate in the northeast quarter of Section 14, Township 19 South, Range 3 West, Willamette Meridian, Lane County, Oregon. An inventory of materials is attached.

It has been a pleasure to meet and do business with you and if the occasion arises when Pacific Power & Light Company can be of assistance to you please feel free to call upon us at any time.

Very truly yours,

A. C. Bartholomew
A. C. Bartholomew
District Manager

ACB:sat
encl.

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS that Pacific Power & Light Company, a Maine corporation, hereinafter referred to as "Pacific", for and in consideration of the sum of -----Twenty-Five and 00/100-- --------------------------Dollars ($ 25.00), in hand paid by Duane L. Coop and Dorothy Jean Coop (husband and wife) ; hereinafter referred to as "Purchaser", the receipt whereof is hereby acknowledged, does hereby grant, sell, assign, transfer and deliver unto said Purchaser,s their heirs, successors and assigns, the following described goods and chattels, not now used or required in said Pacific's operations: located south of Oregon Avenue and approximately 400 feet west of U. S. Highway 99, situate in the Northeast quarter of Section 14, Township 19 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

An inventory of materials is hereunto attached, marked "Exhibit A".

Pacific hereby covenants with Purchaser that Pacific is the lawful owner of said goods and chattels; that they are free from all encumbrances; the Pacific has the right to sell the same as aforesaid; and that Pacific will warrant and defend the same against the lawful claims and demands of all persons.

IN WITNESS WHEREOF said Pacific Power & Light Company has caused these presents to be executed by its Vice President and its corporate seal to be affixed and attested by its ASSISTANT Secretary, thereunto duly authorized, this 25th day of September, 1962

PACIFIC POWER & LIGHT COMPANY

By ____________________
Vice President

Attest:

____
ASSISTANT Secretary

17-3-14

3800

3801 out 3800 19-3-14

123,466

WARRANTY DEED

For Value Received

Edgar D. Bates and Erma L. Bates, husband and wife

the grantors, do hereby grant, bargain, sell and convey unto

Duane L. Coop

the grantee, the following described premises, to wit:

REVENUE STAMPS

Beginning at a point on the South right-of-way line of the Creswell-Cloverdale State Highway, said point being 8.50 chains West and 40.49 feet South of the Northeast corner of the Caleb Colvin Donation Land Claim Number 53 in Township 19 South, Range 3 West of the Willamette Meridian, running thence South 576.77 feet; thence East 264.84 feet to the West right-of-way line of the Interstate Highway Number 5; thence along said right-of-way line North 5°36'05" East 560.30 feet to intersect the South Right-of-way line of the Creswell-Cloverdale State Highway; thence along said right-of-way line North 86°01'30" West 277.65 feet; thence South 89°50'50" West 42.55 feet to the point of beginning, more or less, in Lane County, Oregon.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, his heirs and assigns forever. And the said Grantors do hereby covenant to and with the said Grantee, that they are the owners in fee simple of said premises; that they are free from all incumbrances except easement of record to the City of Creswell

and that they will warrant and defend the same from all lawful claims whatsoever.

Dated: June 16, 1964

(SEAL) Edgar D. Bates (SEAL)

(SEAL) Erma L. Bates (SEAL)

STATE OF OREGON, COUNTY OF LANE, ss:

On this 16th day of June 1964 personally came before me, a Notary Public in and for said county, the within named Edgar D. Bates & Erma L. Bates, husband and wife to me personally known to be the identical persons described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and seal this day and year last above written.

Calvin C. Taylor
Notary Public for Oregon.

My Commission expires 9-4-66

State of Oregon,
County of Lane—ss.

I, Ina Randolph, Director of the Department of Records and Elections, in and for the said County, do hereby certify that the within instrument was received for record at

1964 JUL 24 PM 2 33

Reel

Lane County OFFICIAL Records.

INA RANDOLPH, Director of the Department of Records & Elections.

By [illegible] Deputy

C30-663-01

1.37

LANE COUNTY TITLE COMPANY, EUGENE, OREGON

WARRANTY DEED

For Value Received

Edgar D. Bates and Erma L. Bates, husband and wife

the grantors, do hereby grant, bargain, sell and convey unto

Duane L. Coop

the grantee, the following described premises, to wit:

REVENUE STAMPS

12

Beginning at a point which is 8.50 chains West and 10.11 chains South of the Northeast corner of the Caleb Colvin Donation Land Claim Number 53 in Township 19 South, Range 3 West of the Willamette Meridian: Running thence East 259.94 feet to the West right-of-way line of the Interstate Highway Number 5; thence along said right-of-way line North 5°36'05" East 50.24 feet; thence West 264.84 feet; thence South 50.0 feet to the point of beginning, in Lane County, Oregon.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, his heirs and assigns forever. And the said Grantors do hereby covenant to and with the said Grantee, that they are the owners in fee simple of said premises; that they are free from all incumbrances

and that they will warrant and defend the same from all lawful claims whatsoever.

Dated: April 5, 1963

(SEAL) Edgar D. Bates (SEAL)

(SEAL) Erma L. Bates (SEAL)

STATE OF OREGON, COUNTY OF LANE, ss:

On this 5th day of April 1963 personally came before me, a Notary Public in and for said county, the within named Edgar D. Bates and Erma L. Bates, husband and wife to me personally known to be the identical persons described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and seal this day and year last above written.

Calvin C. Taylor
Notary Public for Oregon.

My Commission Expires 9-4-66

6021

State of Oregon,
County of Lane—ss.

State of Oregon,
County of Lane—ss.

I, Olga Freeman, County Clerk and ex-officio Recorder of Conveyances, in and for the said County, do hereby certify that the within instrument was received for record at

1963 APR 8 AM 10 59

REEL

Lane County Official Records

OLGA FREEMAN County Clerk

By [illegible] Deputy

LANE COUNTY TITLE COMPANY, EUGENE, OREGON

1961 ag7- Creswell

550 Main St - Springfield
747-3393

3700

22538

KNOW ALL MEN BY THESE PRESENTS, That PACIFIC MILL CO., INC.,
a corporation duly organized and existing under the laws of the State of Oregon
in consideration of Ten and No/100 Dollars,
and other good and valuable consideration
to it paid by DUANE L. COOP and JEAN COOP,
husband and wife,
does hereby grant, bargain, sell and convey to said DUANE L. COOP and JEAN COOP, husband and wife, as tenants by the entirety, their
heirs and assigns forever, the following real property, with the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining; and also all the estate, right, title and interest, at law and equity, therein and thereto, situated in the County of Lane, and State of Oregon, bounded and described as follows, to-wit:

Beginning at a point 8.90 chains west of the northeast corner of the Caleb Calvin Donation Land Claim No. 55, in Township 19 South, Range 3 West of the Willamette Meridian, in Lane County, Oregon, Notification No. 6560, thence West on the North line of said claim 11 chains to a point in a slough, thence South 17° East 10.36 chains to a certain oak tree approximately 30 inches in diameter, thence east 8.05 chains, thence north 10.11 chains to the point of beginning; also beginning at a point 44 links west and 6.95 chains south of the southeast corner of the Alvin Hughes Claim, which southeast corner is 17.90 chains west of the northeast corner of the Caleb Calvin Donation Land Claim No. 55, and running thence west 61 links, thence north 9° west 4.93 chains, thence south 17° east 5.01 chains to the point of beginning; all in Lane County, Oregon, except the portion thereof conveyed to the State of Oregon for highway.

3.50

$4.20

450 d

SUBJECT TO THE FOLLOWING:

1. Waiver of access between the relocated Pacific Highway and the above description, as set forth in the Deed from Pacific Mill Company, Incorporated, to State of Oregon by and through its State Highway Commission, dated November 9, 1953, recorded November 17, 1953, under Clerk's Filing No. 17081, Lane County Oregon Deed Records.
2. Easement for roadway, including the terms and provisions thereof granted to The State of Oregon by and through its State Highway Commission, by instrument recorded October 20, 1954, Lane County Oregon Deed Records, Clerk's Filing No. 46798.
3. Rights of Mountain States Power Co. in a substation site under and pursuant to Lease Agreement dated August ____, 1951, between Pacific Mill Co., Inc., an Oregon corporation, Lessor, and Mountain States Power Company, a Delaware corporation, Lessee.

TO HAVE AND TO HOLD the same to the said DUANE L. COOP and JEAN COOP, husband and wife, as tenants by the entirety, their heirs and assigns forever. And the said PACIFIC MILL CO., an Oregon corporation, does covenant with the said DUANE L. COOP and JEAN COOP, husband and wife, and their legal representatives forever, that it is lawfully seized in fee simple of the above described and granted premises, and has a valid right to convey same; that the said real property is free from all encumbrances,

including state and county taxes for the period ending June 30, 1961,

and that it will, and its successors shall *WARRANT AND DEFEND* the same to the said grantees, their heirs and assigns forever, against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, PACIFIC MILL CO., INC., pursuant to a resolution of its Board of Directors, duly and legally adopted, has caused these presents to be signed by its President and Secretary, and its corporate seal to be hereunto affixed this 21st day of January, A. D. 1961.

PACIFIC MILL CO., INC.
PACIFIC MILL CO., INC.
CORPORATE SEAL
OREGON

In the presence of

PACIFIC MILL CO., INC.
By H. M. Ohling President
PACIFIC MILL CO., INC.
By Herman L. Ohling Secretary

Coop's Deed from Pacific Mill Co.
for west Area

Atengo 7.70

22538

STATE OF OREGON,
County of Clackamas } ss.

On this 21st day of January, 1961, before me appeared H. M. OHLING and HERMAN L. OHLING, both to me personally known, who being duly sworn, did say that he, the said H. M. OHLING is the President, and he, the said HERMAN L. OHLING is the Secretary of PACIFIC MILL CO., INC., the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said H. M. OHLING and HERMAN L. OHLING acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.

Phyllis W. Koenig
Notary Public for Oregon.
My Commission expires

NOTARY PUBLIC FOR OREGON
My Commission Expires Mar. 18, 1962

PHYLLIS W. KOENIG
NOTARY PUBLIC
STATE OF OREGON

22538

41632 -

CORPORATION
WARRANTY DEED

PACIFIC MILL CO., INC.,
41172-Co-p
DUANE L. COOP, et ux

State of Oregon,
County of Lane.

I, Wm. Dressen, County Clerk and Recorder of Conveyances, in and for said County, do hereby certify that the within instrument was received for record at

1961 FEB 6 PM 4 27

REEL 167 '61 D

Lane County OFFICIAL Records
County Clerk
By Clyde H. Loren Deputy

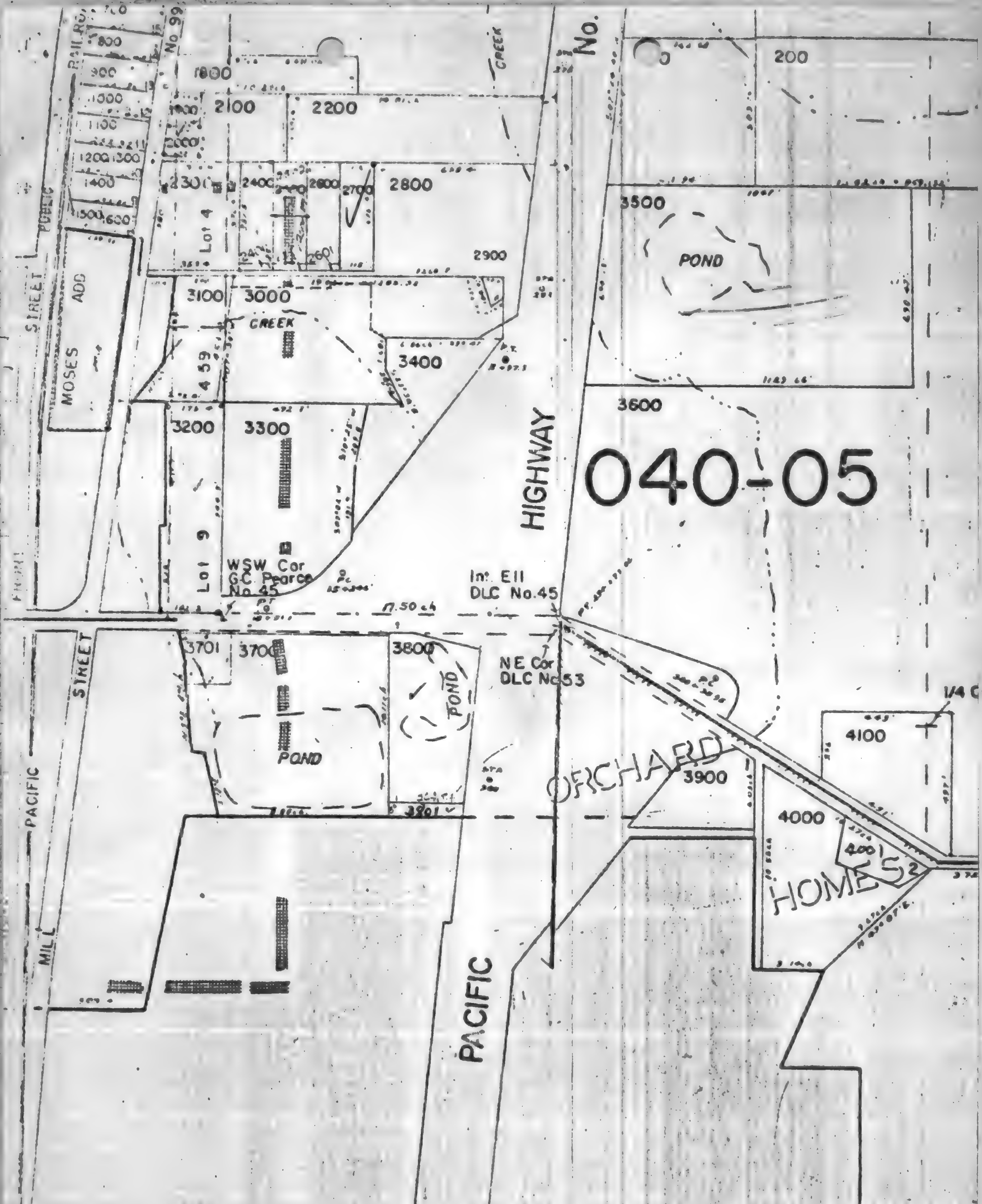
Return to:
Herbert W. Lombard
Lombard Bldg.
7 No. 6th St.
Cottage Grove, Oregon

231

INVENTORY OF MATERIALS

Description	Quantity	Unit
Pad, transformer, 9' x 15'	1	Ea.
Pad for switch equipment	1	Ea.
Pad, regulator, 9' x 16'	1	Ea.
Wood structure	1	Ea.
Poles, 45'	2	Ea.
Crossarms, 4'	2	Ea.
Anchor and Rods	3	Ea.
Down Guys	5	Ea.
Guy Guards	3	Ea.
Fence, steel	144	Ft.
Grounding System	1	

Note: This material sold in place
to Mr. Duane L. Coop for $25.00.


040-05
HIGHWAY No.
RAILROAD
No. 99
PUBLIC STREET
FRONT STREET
MOSES ADD
PACIFIC STREET
MILL
CREEK
POND
PACIFIC
ORCHARD HOMES
Lot 4
Lot 9
4 59
WSW Cor G.C. Pearce No. 45
Int. E11 DLC No. 45
N.E. Cor DLC No. 53
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See Map 19 03 14 4

A

RECEIVED
JUL 7 - 1965
FOR FILING

I-5-3(85)171
71270

July 6, 1965

The Honorable G. C. Hollenon
Mayor of Creswell
City Hall
Creswell, Oregon

Re: Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

Dear Mayor Hollenon:

On Friday, April 2, Mr. F. D. Morgan met with you concerning your desire for an additional on-ramp southbound at the Creswell Interchange. Since then, a plan was developed and sent to the Bureau of Public Roads incorporating your requested ramp.

By letter of June 21 the Bureau of Public Roads informed us that this added facility would have to be approved by Washington, D. C., and that the local office would recommend against it as being unwarranted.

It therefore appears that we will not be able to add this ramp to the present interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. H. S. Cox

DMS:jp srb

Form CD-121
(11-63)
(Prec. by
A.O. 2[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

K'abee

Const
R/W
Pac Hwy S
Spec

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 21, 1965

In reply refer to: 08-35.2-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-3( )
Creswell Interchange

Mr. Morgan's letter dated June 7 requests our approval of an additional on-ramp and the purchase of access control along the crossroad at the Creswell Interchange.

This office agrees with the desirability of securing the access control along the crossroad westerly of the freeway as indicated on the Standard Sheet dated 5-14-65. We will be willing to participate in its purchase with Federal-aid Interstate funds when programmed in accordance with standard Federal-aid procedures.

The provision of an additional on-ramp for southbound traffic does not appear to be warranted; however, any approval for additional connections to the Interstate, after the initial PS & E approval for construction, must come from the Administrator. Therefore this office will forward your request when submitted with supporting documents. Unless extreme conditions exist that this office is not aware of, this office would have to recommend against the additional ramp.

[illegible] JUN 22 1965
OFFICE OF
[illegible]

orig to Morgan
copy to Young
6-24-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 18 1965
FOR FILING

I-5-3(85)171
7270

June 18, 1965

150
3650

Mr. Richard L. Thwing
Attorney at Law
Thwing Building
516 Whitsaker Street
Cottage Grove, Oregon

Re: File No. 22330
Goshen-Cottage Grove Section
Pacific Highway
Lane County

Dear Mr. Thwing:

Reference is made to your letter of June 9, in which you request relinquishment of an easement acquired by the State Highway Commission under the subject file.

As related to you in Mr. Klaboe's letter of June 4, it is virtually certain that the Creswell Interchange will be revised to meet Interstate standards. For this reason, we are not in a position to release any of the State's rights at this time. Our requirements will be known in the near future, at which time our representative will be in a position to discuss with you the State's needs and those of your client simultaneously.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. H. Moehring

LAH:mk jwa

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1965

SUBJECT: File No. 22330
Goshen-Cottage Grove
Section
Pacific Highway
Lane County

To: Mr. Victor D. Wolfe
Administrative Assistant

ADMINISTRATION

Mr. Edward's assignment number 3650 requested a rough draft of a reply to Attorney Richard L. Thwing. A suggested response is attached hereto.

The photographs attached to Mr. Thwing's letter should be returned to Mr. Duane L. Coop, Route 1, Box 7, Creswell, Oregon.

Laurence A. Holt
LAURENCE A. HOLT
Administrative Right of Way Agent

LAH:mk

Attachment

cc: Forrest Cooper
Tom Edwards

RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RICHARD L. THWING
ATTORNEY AT LAW
THWING BUILDING
516 WHITEAKER STREET
COTTAGE GROVE, OREGON
WHITNEY 2-6131

Copies to [illegible]
[illegible] 6-[illegible]

June 9, 1965

RECEIVED
JUN 15 1965
R[illegible] OF WAY

RECEIVED
JUN 15 1965
LEGAL & RIGHT OF WAY

State of Oregon
State Highway Department
Salem, Oregon

Attn: Forrest Cooper
State Highway Engineer

Re: Creswell Interchange
Goshen - Cottage Grove Section
Pacific Highway

Gentlemen:

Please refer to your letter of June 4, 1965, addressed to Mr. DUANE L. COOP Route 1, Box 7, Creswell, Oregon, concerning easement under file Number 22330.

Please adjust your records to show that Mr. Coop has acquired ownership of real property formerly owned by Edgar Bates. Examination of the files in the Lane County Court House, Clerk's Office, relating to litigation between your Department and Mr. Bates has been examined by Mr. Coop and he advises our office that your department has failed to improve the access ways to the former Bates property.

Mr. Coop advises our office that approximately 8,000 yards of fill material have been placed on the former Bates property and said area has been and now is adequately drained and access to the Bates property has been provided at the expense of Mr. Coop for the reason that the Oregon Highway Department failed to provide an all winter access way to said property. Mr. Coop further states that by reason of the improvements which he has made to the Bates property, he is in the process of completing negotiations for the lease of said property to lessees other than American Oil Company who holds a lease on the property belonging to Mr. Coop where your roadway easement under File No. 22330 is located.

Nothing
Pls Eld reply
Send copy to Cooper

Mr. Coop states that because he has not made any demand upon the Highway Department to improve the access ways to the Bates property, in consideration thereof, the Highway Department should be more than willing to release its rights under the easement covered by file number 22330 above referred to and heretofore requested. Photographs of the improvements made to the Bates property by Mr. Coop will be forwarded to your department by Mr. Coop as an eclosure with this letter and as soon as said photographs have served their purpose in your department you will please return said photographs to Mr. Coop at Route 1, Box 7, Creswell, Oregon.

Perhaps it might be appropriate if a conference were held between a representative of your department and Mr. Coop and myself for the purpose of determining whether or not the termination of the ~~lease~~ EASEMENT under your file no. 22330 can be effected.

May I have your reply.

Yours very truly,

Richard L. Thwing

RLT.t
Encl: Coop Photographs.

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1965
OREGON
STATE HIGHWAY COMMISSION

FORM 2-129X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 9 1965
FILING

Cresw
R/W
Pac Hwy S

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 7, 1965

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Subj: Creswell Interchange
Goshen-Coast Fork Willamette River
Goshen-Divide Section
Pacific Highway - Lane County

Dear Sir:

Herewith preliminary layout sheet on the subject. The revisions to the existing ramps were previously approved by your office.

In the southwest quadrant we have added a new on-ramp to better facilitate traffic moving from the east to the north. Along with this we have shown proposed access control extending easterly along the cross road. There is a planned development in the southwest quadrant and this access control is deemed necessary to safeguard traffic.

We desire your approval of both the additional ramp and the purchase of access control as shown.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

Attachment

DNS:jp
cc: F.B. Klaboe ✓

RECEIVED
JUN 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1965

FOR FILING

Const
R/W
Pac Hwy 5

50

June 4, 1965

Mr. Duane L. Coop
Route 1, Box 7
Creswell, Oregon

Re: Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

Dear Mr. Coop:

This is in answer to your letter of May 26 requesting that the roadway easement under file number 22330 be released by the State.

There is a possibility that a revision to the existing Creswell Interchange may be forthcoming and, if so, it would be in the northeast quadrant where the above easement lies. If said revision is approved, we will need additional right-of-way from your holdings. An answer on the proposed revision is expected soon, and we would much prefer clearing up this roadway easement at the same time we are dealing with you for any needed right-of-way.

It is hoped this will be satisfactory with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

DHS:jp arb

RECEIVED
MAY 18 1965
FOR FILING

Const
R/W
Pac. Hwy 5
Spec

May 17, 1965

Mr. Robert H. Carston
[illegible]
Post Office Box 528
Creswell, Oregon

Re: Creswell Interchange
with Interstate 5

Dear Mr. Carston:

Reference is made to your letter of April 26 inquiring about our plans for improvement of Interstate 5 near the Creswell Interchange.

We have a preliminary design which involves minor revision of the existing connections. I am enclosing a copy of the map showing our proposals. You will note that it has not had final approval as yet. We are also studying the possible addition of an on-ramp southbound in the southwest quadrant of the interchange. However, no final design has been developed for this new facility and indications at this time are that the Bureau of Public Roads will not approve it.

Regarding your interest in the state-owned gravel bed, we are forwarding a copy of your letter to Mr. Dale Hill, District Property Agent, in our Property Management Section in Roseburg. Mr. Hill is instructed to contact you concerning this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:cwb
Enclosure
cc: Mr. Forrest Cooper — Mr. R. L. Porter
Mr. F. D. Morgan — Mr. W. T. Wright
Mr. W. M. Haskin — Mr. Dale Hill (Encl.)
Mr. L. R. Chandler — Mr. V. D. Wolfe

(Map - Creswell Interchange M.P. 135.4, 4-10-64, LFF)

James Hemenway "Service Is Our Business"

INSURANCE COMPLETE SERVICE • REAL ESTATE FARMS, HOMES, COMMERCIAL • BUILDER FHA & GI

PHONES AREA ~~503~~:
~~WH. 2-2479~~ • ~~WH. 2-2416~~
895-2741

~~215 NORTH NINTH STREET~~
~~COTTAGE GROVE, OREGON~~
P. O. Box 528
285 E. Oregon Ave.
Creswell, Ore.

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

April 26, 1965

State Highway Department
Salem,
Oregon

Attn: Mr. Cooper

Dear Sir:

I understand there is to be a diamond or some sort of access improvement at Interstate 5 and the Creswell, Oregon Interchange.

Since I have property listed which might be greatly effected by this change, I would appreciate receiving a map or outline of the proposed new access, showing where the retaining fences begin and end, etc., if possible.

Also, I would like further information on the old gravel pit (sometime referred to as the Ziniker Pit) by the freeway on the northeast side of the interchange. The Creswell Chamber of Commerce is interested in this property for the purpose of making a park. We understand the State wants to put a warehouse or yard for their equipment in this area, however, we feel this would not effect the park. The City is contemplating putting in a swimming pool so if we could get this property for a park, it seems it would be ideal. My interest in this property is purely from a standpoint of being a member of the Chamber of Commerce here and a resident of the City, not in earning a commission.

Any help or information you can give me in the above regard will be greatly appreciated.

Yours very truly

JAMES HEMENWAY

Robert H. Cureton

ROBERT H. CURETON,
Salesman

RHC:HMC

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

James Hemenway "Service Is Our Business"

INSURANCE COMPLETE SERVICE • REAL ESTATE FARMS, HOMES, COMMERCIAL • BUILDER FHA & GI

PHONES AREA ~~503~~:
~~[illegible]~~ • ~~WH. 2-2473 • WH. 2-3418~~
895-2741

~~815 NORTH NINTH STREET~~
~~COTTAGE GROVE, OREGON~~
P. O. Box 528
285 E. Oregon Ave.
Creswell, Ore.

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

April 26, 1965

(233)

State Highway Department
Salem,
Oregon

Attn: Mr. Cooper

Dear Sir:

I understand there is to be a diamond or some sort of access improvement at Interstate 5 and the Creswell, Oregon Interchange.

Since I have property listed which might be greatly effected by this change, I would appreciate receiving a map or outline of the proposed new access, showing where the retaining fences begin and end, etc., if possible.

Also, I would like further information on the old gravel pit (sometime referred to as the Ziniker Pit) by the freeway on the northeast side of the interchange. The Creswell Chamber of Commerce is interested in this property for the purpose of making a park. We understand the State wants to put a warehouse or yard for their equipment in this area, however, we feel this would not effect the park. The City is contemplating putting in a swimming pool so if we could get this property for a park, it seems it would be ideal. My interest in this property is purely from a standpoint of being a member of the Chamber of Commerce here and a resident of the City, not in earning a commission.

Any help or information you can give me in the above regard will be greatly appreciated.

Yours very truly

JAMES HEMENWAY

Robert H. Cureton

ROBERT H. CURETON,
Salesman

RHC:HMC

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1965

FOR FILING

I-5-3(85)171
7270

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1965

SUBJECT: **Contact with Mayor of Creswell**

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Reply is made to your assignment of March 29, 1965 to contact Mayor Clyde C. Hollemon, City of Creswell. I did contact the Mayor and a Mr. Larry Armbrust, Postmaster and Vice President of the Creswell Chamber of Commerce, on April 2, 1965.

The Mayor and the people of Creswell are interested in improving certain features of the Creswell Interchange. In particular, a new ramp for southbound traffic from Creswell onto the Interstate Highway.

I showed the gentlemen our proposed improvement of this interchange. Our proposal did not, however, contemplate construction of a new southbound on ramp.

We are preparing a plan and estimate of cost to accomplish the movement requested. This plan and estimate will be submitted to you when prepared in the near future.

Had hoped to have this study completed prior to this date, but press of other work has delayed this report.

F. D. Morgan
Construction Engineer

FDM:fp
cc F. B. Klaboe
L. R. Chandler

RECEIVED
APR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

March 29, 1963

Hon. Clyde C. Holleman
Mayor of Creswell
City Hall - c/o Post Office Box 475
Creswell, Oregon

Dear Mayor Holleman:

Relative to your March 25 conversation, I would be glad to meet with you and members of the Creswell Chamber of Commerce.

I believe, however, it might be well to have a member of this Department call on you in the immediate future to review the problem on the ground. As soon as this has been done, we will be glad to set up a mutually satisfactory meeting time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

CITY OF CRESWELL

CRESWELL, OREGON

Office Memorandum

TO Forest Cooper - State Highway Dept.

FROM Clyde C. Hollemon - Mayor DATE 19

REMARKS Would you please arrange a date, where some of the members of the Chamber of Commerce and Myself, could meet with you and discuss our Inter-change problem at Creswell, with you?

RESPONSE

SIGNED Clyde C Hollemon DATE 3-25-65

RECEIVED
MAR 10 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-53(85)171

7270

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Substandard Vertical Clearance
Creswell Interchange
Interstate 5 - Lane County

Dear Sir:

By letter of November 30, 1964 we again requested consideration of raising the Creswell Interchange structure to current State standard clearance since we are having difficulty with damage to the structure by overheight loads.

We understand this has been referred to higher authority but request that you put a tracer on it to determine its present status.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
LLOYD P. SHAW

By A D Olson
A. D. Olson
Urban Engineer

ADO:jp
cc: L. P. Shaw

Salem, Oregon
February 9, 1965

Creswell Interchange
Substandard Vertical
Clearance

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

By letter of November 30, 1964, the BPR was requested to approve reconstruction of the Creswell grade separation to bring it to current State standard clearance. As you know we have had difficulty with damage to the structure with over-height loads. I have a distinct impression that the Bureau rejected this in some fashion, but we do not have a record of it in our files.

Previous requests for similar consideration were rejected by the Bureau, and we thought that to better our position as regards possible upgrading of design or protecting ourselves in the event of legal action due to contact with the overhead structure, a second Bureau statement of rejection or acceptance would be desirable.

Will you please check your files and if you find no reply to our November 30 letter, draft a request for action on the part of the Bureau.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajr

cc Forrest Cooper
R. L. Porter

RECEIVED
DEC 15 1964

FOR FILING

Const
RW
Pac. Hwy S

Salem, Oregon
December 10, 1964

Mr. F. D. Morgan
Construction Engineer

creswell Interch

Hawley Rd Int

Attention: D. J. Barbee

The attached copy of Mr. Merchant's letter of December 8 in regard to substandard vertical clearances of two structures may be of assistance to you in making a pitch to the Bureau once more requesting its concurrence in raising these structures to the proper vehicle tolerances.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

FORM E-30 50M 7-64 SP*6229-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1964

SUBJECT: Vertical Clearances
Bridge No. 9739
M.P. 135.57 on I-5

Bridge No. 7862
M.P. 149.15 on I-5

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
OFFICE

In the planning for the reconstruction of the Creswell Interchange, an estimate was made of the cost of raising the structure to provide 16'6" minimum vertical clearance. Our estimate of cost was $25,000.

It is my understanding that the Bureau of Public Roads have turned down the request to raise this structure to provide the necessary vertical clearance. At the time of construction, plans indicate a vertical clearance of 15'1-3/8" at the outside edge of pavement. At the present time and according to the attached letter from Mr. Horton Hughlett there is 14'6" of clearance. The attached letter from Mr. Hughlett indicates the number of times the structure has been hit by overheight trucks since August 9, 1963.

Also, the Hawley Road Undercrossing structure at M.P. 149.15 was struck by an overheight load on January 6, 1964. At the time of construction this structure had a minimum vertical clearance of 15'3" at the outside edge of the pavement. The present vertical clearance is 14'7" at the same point. As mentioned in Mr. Hughlett's letter, I believe it is imperative that we revise these structures as to vertical clearance.

A contract for the raising of the two structures should result in some decrease in the overall cost so that the cost should be between $40,000 and $45,000 to provide adequate vertical clearance.

I am attaching three 8 x 10 pictures indicating the damage done to the Creswell Overcrossing on October 6, 1964.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached
cc: Mr. P. M. Stephenson

NOTED
LLOYD P. SHAW

RECEIVED
1964
STATE [illegible]

RECEIVED
DEC 1 - 1964

FOR FILING
Const
R/W
Pacific Hwy S

November 30, 1964

Mr. A. N. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Creswell Interchange
Pacific Highway (I-5)
Lane County

Dear Sir:

Enclosed are three sets of four pictures of damage to the structure over the freeway at Creswell caused by a loaded log truck. This structure at 14 feet, 6 inches is well below Interstate standards.

While this is higher than should be necessary for legal height loads, it is still being damaged by an occasional high load that slips through regardless of increased policing.

In any event, this structure should be raised while we have a contract proposed on this section in order that conformity with standards may be obtained and, also, to avoid further damage and danger to the structure and to the motoring public.

Your concurrence in reconstruction of this grade separation is again requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

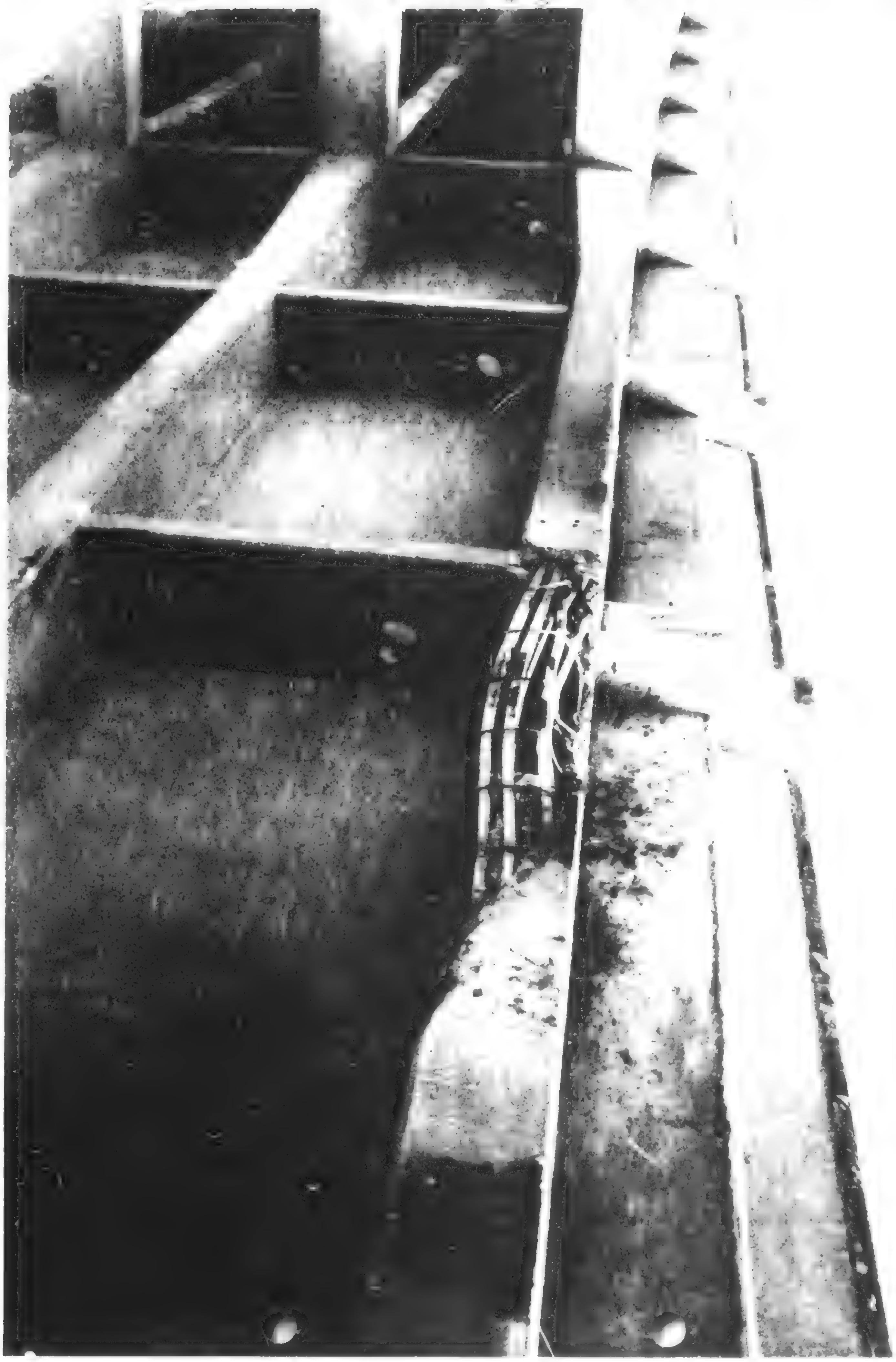
By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

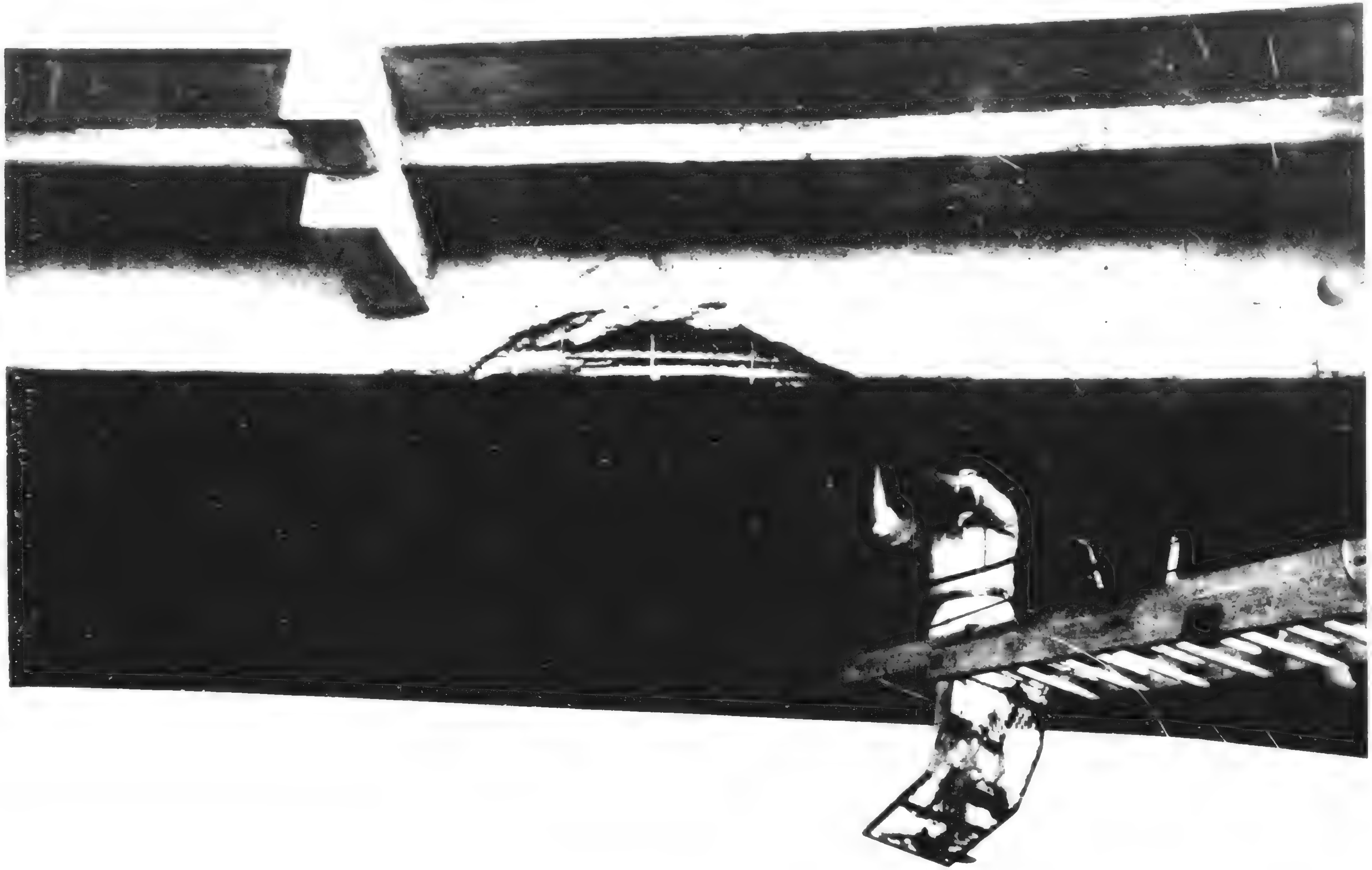
cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

ADO:jp: ajw



Russell Davis
Oct, 1964

[illegible] Creswell O'King Br. #7734 MP [illegible] 7-S, [illegible] 1964



NE 1AN [illegible] U X-ray Re #7739 M.P 13557 – I-5 Oct 6 1964

Maint. file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1964

SUBJECT: Creswell U'Xing Br. #7739 7739
MP 135.57 on I-5

To:

Ivan D. Merchant
Bridge Engineer
BUILDING

Herewith as requested is damage reported on Creswell U'Xing of the Springfield Highway #222 at MP 135.57 on I-5.

Existing north bound lane Vertical Clearance - 14'6"
Existing south bound lane Vertical Clearance - 14'10"

Damage to structure, north bound lane only:

August 9, 1963 - overheight truck - R. A. Fulton	$ 250.00
September 5, 1963 - overheight truck - Allen Brothers	490.00
September 13, 1963 - overheight truck - operator unknown	500.00
October 6, 1964 - overheight truck - John Henry Cline	1,500.00

U'Xing at Hawley Br. #7862, MP 149.15 on I-5:

Existing north bound lane Vertical Clearance - 14'7"
Existing south bound lane Vertical Clearance - 15'0"

Damage to structure, north bound lane only:

January 6, 1964 - overheight truck - Angle Brothers	$1,235.00

High loads on the north bound lanes on the above structures have rubbed and chipped the bottom of the beams on several occasions, but resultant damage was not sufficient to file a report.

Mr. Sage advises that the state is planning on placing an overlay of A.C. pavement under the south bound lane of the Creswell U'Xing next season, which will reduce the clearance; and we can expect further damage and trouble.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 20 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

E. S. Hunter
Maintenance Engineer

By: H.W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH:sw

Attachments - 3 Pictures

NOTED
I. D. MERCHANT

RECEIVED
OCT 14 1964

FOR FILING

Creswell
R/W
Pac. Hwy S

Salem, Oregon
October 8, 1964

Creswell Interchange
Interstate 5

Mr. F. D. Morgan
Construction Engineer
Goshen-Cottage G.

Attention: D. J. Barbee

Recently a log truck damaged the elevated structure at Creswell. This was due, at least in part, to its being below State standard in vertical clearance distance. The BPR has rejected our previous requests for reconstruction to provide proper vertical clearance on the grounds that it does provide for full legal load heights.

We will be in a better position if through application we receive BPR concurrence in reconstruction under Interstate financing, or failing to gain our objective, we have another documented rejection by the Bureau.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
JAN 7 - 1965
FOR FILING

Const
R/W
Pac Hwy

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
J. Burch McMorran
Superintendent
Department of Public Works
Albany, New York

TREASURER
S. N. Pearman
Chief Highway Commissioner
Columbia, South Carolina

EXECUTIVE SECRETARY
A. E. Johnson
917 Nat'l Press Bldg.
Washington 4, D. C.
Telephone NA 8-2436

September 3, 1964

Mr. Forrest Cooper, Mem. AASHO
State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Forrest:

On the matter of overhead clearances on the Interstate, the Bureau organization is very worried about the total cost of the Interstate as compared to the funds currently provided under the Trust Fund legislation, so they are not authorizing any work that would add substantial costs to the program.

Also, as you will remember, at the hearings held before the Blatnik Committee on the matter of overhead clearances, there was not much in a constructive way that came out in the Report except the AASHO and the Bureau decided that in the future all overhead clearances on rural sections and on circumferentials would provide a 16 foot overhead clearance, but no provision was made for adjusting the existing structures which provided less than 16 feet.

There was some talk about routing loads that exceeded 13½ feet high over the ramps of an interchange instead of going under the interchange in order to move certain defense material.

At the present time, it appears that the next Interstate Cost Estimate, which is now being reviewed by the Bureau of Public Roads, involves a sufficient increase that we are going to have to ask for some adjustment of the Trust Fund.

It may be that the matter of substandard overhead clearances should be treated in the same category as the some 1800 miles of two-lane roads in the Interstate program. This is a subject that you could well bring up at the meeting in Atlanta.

Yours very truly,

A. E. Johnson
Executive Secretary

AEJ/gw

RECEIVED
SEP 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 28 1964

Const
RIN
Pac Hwy 5

July 23, 1964

AIRMAIL

Mr. A. E. Johnson, Executive Secretary
American Association of State Highway Officials
917 National Press Building
Washington, D. C. 20004

Dear Mr. Johnson:

Re: Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway (I-5)

A proposed Interstate project on Route I-5 in this state consists of using an existing pavement for southbound traffic and constructing a new separated facility for northbound traffic. About the only work contemplated on the southbound lanes is an asphaltic concrete overlay with paved shoulders. We are now confronted with the problem of having overcrossing structures with 14-1/2-foot vertical clearance.

Requests to the Bureau of Public Roads to raise these structures so as to obtain a minimum clearance of 16 feet have been rejected on the grounds that Instructional Memorandum 20-3-60 states, "No decision has been reached with respect to the treatment of structures already built which provide clearances of less than 16 feet". This memorandum was issued in 1960 and we would like to know if AASHO has considered the matter or if the problem has become acute in other areas. We feel that action should be taken to provide standard vertical clearances regardless of whether or not any other construction work is accomplished.

On Interstate 5 in Oregon there are 123 structures crossing over the freeway of which 79 have less than 16 feet of vertical clearance. Any advice you can give me will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. B. Morgan

RLP:ms hlb

RECEIVED
JUN 12 1964
FOR

Form CP-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

A

[illegible]
R/W
[illegible] Hwy.

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 4, 1964

In reply refer to: 08-35-EC

FROM: A. [illegible] Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(60)175
Goshen - Cottage Grove Section

The information provided by Mr. Barbee's April 14, 1964 letter requesting approval of plans to revise the Creswell interchange structure and for reconstruction of substandard ramps has been considered.

We have attempted to justify increasing the vertical clearance in this instance as an exception to the policy deferring such action on existing structures with less than 16-foot clearance unless some other work such as lengthening the structure over added lanes is involved. Advice has been received that either raising the structure or lowering the grade is not eligible for Federal-aid Interstate fund participation as an exception at this time. Since the current vertical clearance of 14 feet 6 inches is 1 foot greater than the legal maximum allowable height without special permit, the problem with over height vehicle collisions with the structure indicates a need for added enforcement.

We are returning the preliminary layout of the interchange indicating that proposed modifications in the substandard ramps are satisfactory.

6 yrs. ago.
[illegible]

CONSTRUCTION DIVISION
R
JUN 9 1964
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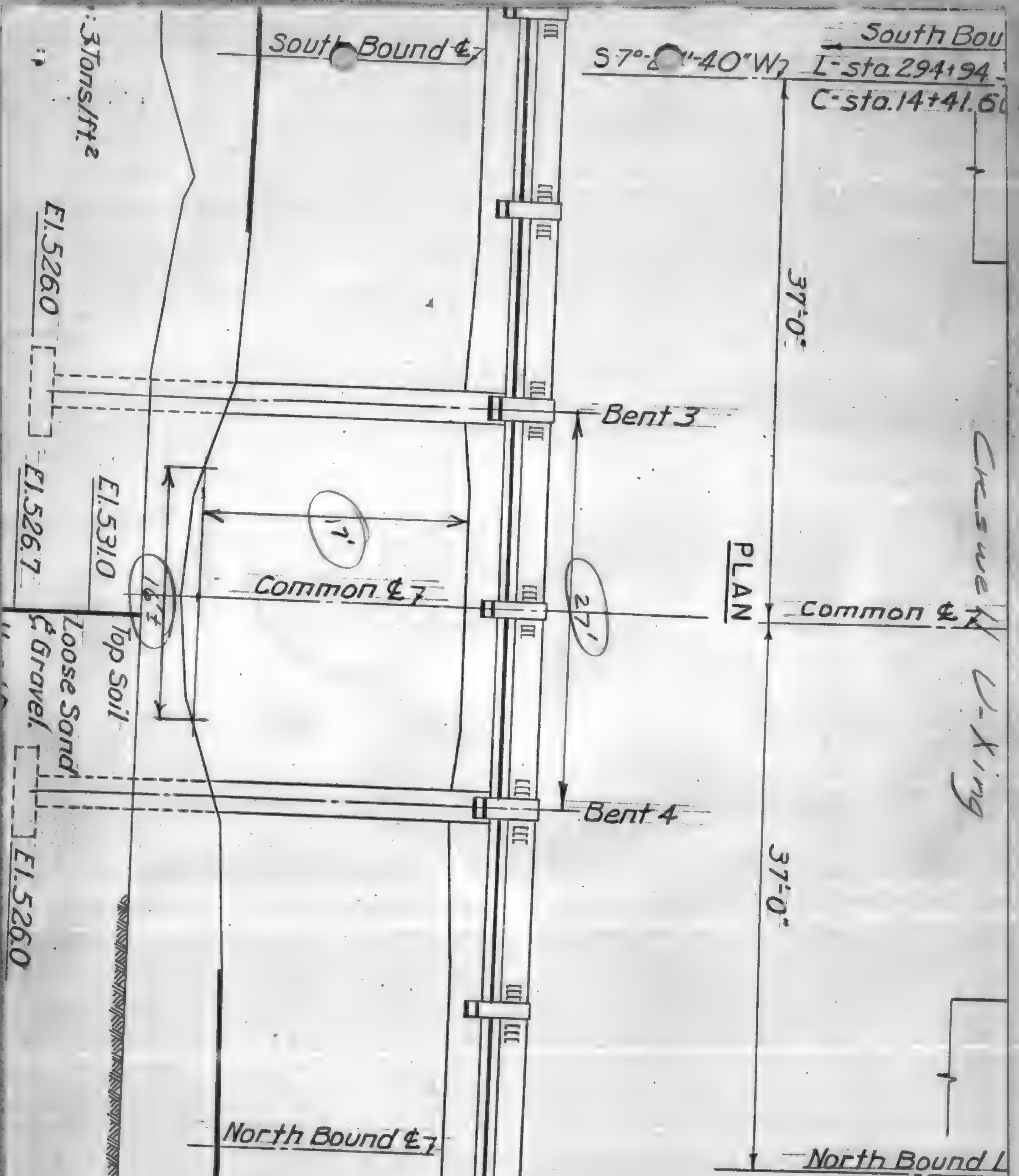
RECEIVED
JUN 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

copy To Barbee
6-12-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

:3Tons/ft.²
South Bound ℄
S 7°-Δ'-40"W
South Bou
L-sta.294+94
C-sta.14+41.6
El.526.0
Bent 3
El.526.7
El.531.0
17'
16'
27'
Common ℄
PLAN
Common ℄
Top Soil
Loose Sand & Gravel
Bent 4
El.526.0
37'-0"
37'-0"
North Bound ℄
North Bound
Cresue U-Xing

FORM E-128X 50M 2-63
RECEIVED
APR 15 1964
FOR FILING

Const

R/W

Pac. Hwy 5

COMMISSIONERS
G[illegible] A. JACKSON, CHAIRMAN
MEDFORD
KEN[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 14, 1964

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Creswell Interchange
Goshen-Cottage Grove Section
Pacific Highway

Dear Sir:

Herewith preliminary layout sheet on the subject interchange. Attention is called to your letter of March 31, 1964 suggesting the possible revision to this interchange at the time standard clearance on the Creswell structure is obtained.

Originally it had been planned to lower the main line grade to provide 15 feet of vertical clearance at an estimated cost of $53,000; however, prorating this to provide 16 feet of clearance we arrive at a figure in excess of $100,000. To obtain our standard clearance by raising the structure and approaches, we come up with a cost of $73,000. It is recommended the latter plan be adopted.

We concur with your suggestion that the ramps be standardized at the same time. It is therefore requested that the preliminary layout sheet, as submitted, be approved as well as the raising of the crossroad and structure to provide a standard interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D J Barbe

D.J. Barbe
Assistant Construction Engineer

Attach.
DNS:jp

cc: General Files

FORM CD-121 ([illegible])
(PRES. BY A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 31, 1964

Original signed by
A. W. Parsons
Div. Engineer

Show

FROM : A. W. Parsons
Division Engineer
08-35.2-EC Salem, Oregon

SUBJECT: Oregon Project I-5-3(60)175
Goshen - Cottage Grove Section
Paving

Mr. Morgan's March 10, 1964 letter transmitted preliminary plans for the subject project for our review. A plan-in-hand inspection was made on March 17 in company with Mr. George Wills of your department, and further discussions were held with Mr. Litchfield on March 19, 1964.

Prior to your submission of the P.S. & E. assembly on this final project for Interstate fund participation on this section, your consideration of several features in conjunction with utilities not in conformance with the 1959 AASHO policy and further study of the vertical clearance modification for the Creswell interchange structure would be appreciated.

You will recall that as a result of your November 10, 1959 letter regarding Project I-5-1(6)53, Grants Pass - Jackson County Line Section, we agreed that Interstate "joint use" permits issued for utilities originally located on private property by easement could include a provision that future adjustments resulting from highway reconstruction would be at the expense of the State. Due to certain circumstances, you withheld the issuance of any such permits, pending modification of your normal permit to clearly indicate that adjustments would be at the sole cost of the utility, until February 7, 1964 when Pole Line Permit No. 6460 was issued after approval by this office.

It does not appear that current circumstances warrant continuation of the suspension of "joint use" permits which results in the lack of formal agreement for control-of-access on the Interstate System for utility adjustments involving easements thereon. Subparagraph 7c of PPM 21-12 specifies that certification regarding control of access on Interstate projects be furnished by the

Nash Merchant (more)
Morgan
Litchfield
Wright (4-6-64 JB)

State prior to authorization to advertise. Consequently, on the proposed project and future Interstate projects, your right of way status statement or supplement thereto should include certification regarding rights of access to or from abutting property including those involved with utility easements. Alternatives regarding utility rights of access could be (1) prohibited by law, (2) have been acquired, (3) will be acquired by condemnation proceedings which will be commenced prior to award of contract and prosecuted to completion or (4) you are willing to accept, for easements not subordinated, the risk of acquiring such access rights at your own expense in the event the company desires to exercise such rights.

Concurrently with your submission of utility adjustment plans and estimate for Interstate projects, in the future, we will expect to receive the company's application for a permit with the special provisions making specific reference to the utility's easement and controls thereof such as release, substitution of new easement, locked gates provided, etc., on which your certification prior to advertising the physical construction contract will be or was based. General principles comparable to those incorporated in your August 19, 1960 "master" agreement with the Bonneville Power Administrator could be used for guidance.

In connection with bringing utilities on the Goshen - Cottage Grove Section into conformance with the 1959 AASHO policy, it is understood that the Pacific Power & Light Company line located along the highway from the northerly terminus to Station 45+00 under permit no. 4907 is no longer needed and under these circumstances can be removed. It appears that the same company's high voltage transmission line along the highway between Stations 160+00 to 175+00 by easement and not covered by a permit could be feasibly served by a locked gate at approximate Station 176+50 and covered accordingly by a "joint use" permit. Since the southerly portion of its line located along the highway from Station 255+00 to 287+00 cannot be served at all times other than from the through-traffic roadways it should be relocated to the frontage road on the opposite side of the highway. The northerly portion could either be served by a locked gate at approximate Station 264+00 or if an easement could be feasibly acquired on the opposite side of the highway, relocation thereto might be advisable. Under this latter alternative, a program change of the current project could be requested, adding the right of way phase thereto so that authorization to proceed with acquisition of the easements could be granted in accordance with subparagraph 2a of IM 30-3-61 if participation is desired. Under this alternative, it appears that the company should be willing to deed its existing easement to the State in a manner similar to that used under the previously mentioned Pole Line Permit No. 6460.

(more)

There appear to be a considerable number of other utility crossing easements for which some corrective action should be taken to insure control of access.

The preliminary plans call for lowering profile grade from Station 292 to Station 299 on both directional lanes to provide 15' minimum vertical clearances under the Springfield - Cresswell Highway. The present minimum vertical clearances are 14'-10-1/8" and 14'-6-3/4" for the south and north bound lanes respectively. We recognize this as being substandard and we are aware of the accident experience on the northbound lane which has resulted in damage to the structure. There are several facets to this problem which we feel should have consideration. First, any corrective work involving Interstate funds should bring the clearance to present Interstate standards (16' minimum vertical clearances). In order to obtain this much clearance by the method proposed the sag vertical curve would be objectional in appearance and could precipitate drainage difficulties. Before approving any corrective measure, we request that you re-study the problem with objective being to provide 16-foot clearance. Specifically, our questions are: first, is this feasible from a drainage standpoint; and second, what would be the cost compared to raising the structure and necessary work on approach fills. Also we note that portions of the Creswell interchange are substandard and that these features may have been contributing factors to numerous minor property damage accidents in this vicinity. You may wish to consider reconstruction of the interchange to simultaneously obtain standard vertical clearance over Interstate route and to correct other substandard features.

Other points of discussion at time of preliminary plan-in-hand review were either resolved or are considered of a minor nature.

We are pleased to note that the typical section provides for maintaining a symmetrical roadway median. Although 4:1 slopes are steeper than those presently being constructed on new roadways, we feel that symmetry is of greater importance than the minor slope flattening that would be provided under present typical section. This matter was discussed in greater detail in our memorandum of October 27, 1960 regarding Projects I-5-3(14)181 and I-5-3(18)125, Goshen - Cottage Grove Section.

RECEIVED
APR 3 1964
OFFICE ENGINEERING
DIVISION

RECEIVED
APR 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

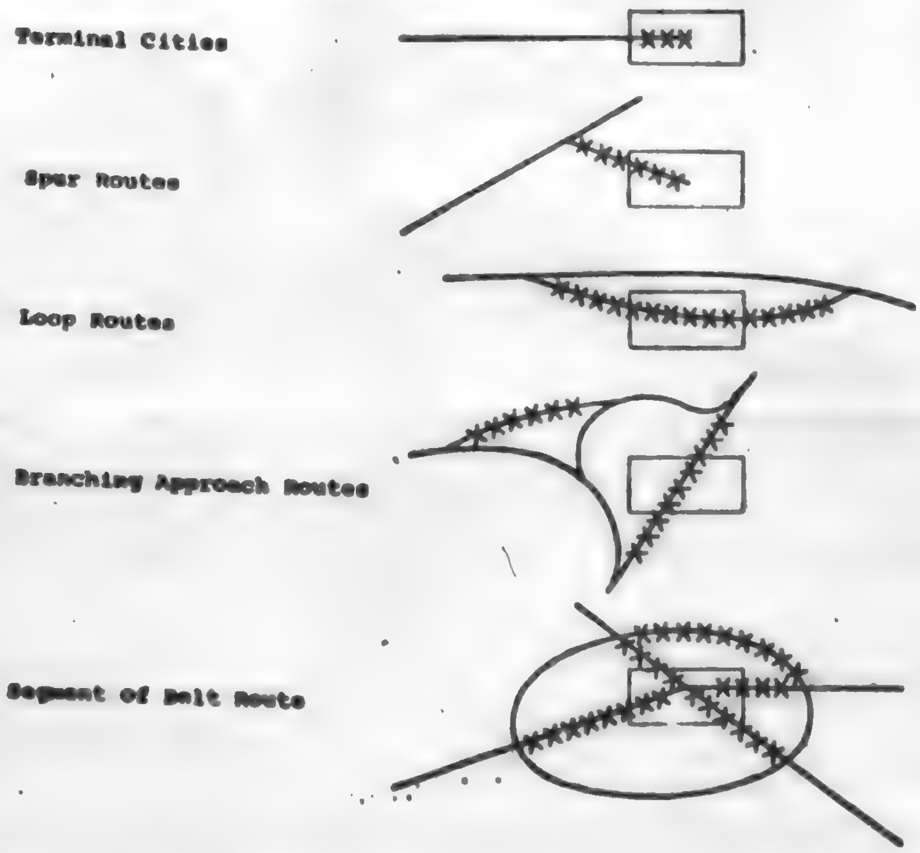
January 27, 1960
(January 27, 1961 expiration)
" 28, 1963

INSTRUCTIONAL MEMORANDUM 20-2-60

Subject: Vertical clearance on the National System of Interstate and Defense Highways

The Secretary of Commerce has approved a revision in the minimum vertical clearance of overhead structures on the Interstate System to a minimum value of 16 feet, which value supersedes the minimum value of 14 feet as contained in the Geometric Design Standards for the National System of Interstate and Defense Highways, approved July 17, 1956. The Secretary's action is in accordance with requests made by the Department of Defense and with AASHO recommendations incident thereto.

The revised 16-foot vertical clearance applies to all portions of the Interstate System classified as rural. At urban places application of the 16-foot clearance shall be limited to a single routing where the revised vertical clearance can be developed most economically, even though that single routing is indirect. Examples of routes or sections of routes to which the revised 16-foot clearance would not apply are shown below. These are illustrative examples only. Any other routing or combination which will provide continuity of routing may also be used if it is more economical than the type illustrated here.



8

COPY

Where more than one Interstate System route has been designated at urban places of less than 500,000 population, including urbanized areas in the United States as classified by the Bureau of the Census in 1950, the single routing selected for 16-foot clearance shall be approved by the regional engineer, while at urban places exceeding this figure, such selections shall be referred to the Washington office for approval and such coordination with the Department of Defense as may be necessary. Two copies of the approval papers with data justifying selection and sketch map showing the location should be furnished the Washington office in all cases.

Effective with issuance of this memorandum, all designs shall provide minimum net vertical clearance of 16 feet over the entire roadway width including the usable width of shoulders, plus such additional amount as normally used by the State to accommodate future resurfacing, packed snow, or similar allowances which are an approved regular element of State standard design. Vertical clearances in excess of this revised design standard shall not be approved except where natural topography affords savings in cost of construction through adoption of grade lines providing greater clearance, without securing prior approval of the Washington office on an individual project basis.

Projects now under design should be revised to conform to this instruction, unless they can be excluded by virtue of the routing arrangement described in the second paragraph of this memorandum, or will result in excessive cost or delay. Projects already under construction should likewise be modified to this revised standard, provided this can be done without excessive increase in cost or delay to the project, and the revision can be accomplished without the necessity for negotiating a supplemental agreement with the contractor for new unit prices or items of work.

No decision has been reached with respect to the treatment of structures already built which provide clearances of less than 16 feet.

B. D. TALLAMY
Federal Highway Administrator

Checked CM 9-62

A-3

Contract # 5835 Goshen-Coast Fk. Willamette R. Sec., Lane Co.

① Dale Kuni Road U'Xing - Br. # 7737A - MP 134.17

(Creswell Road - Br #. 7739 - MP 135.57) ORIGINAL 1936 Contract # 4179 Completed 4-1957

② Tunnell Road U'Xing Br. # 7742A - MP 137.85

③ Beacon-Chapel Road U'Xing - Br # 7741A - MP 136.35

All structures raised and lengthened.

Checked with B.P.R. correspondence ok.

John Oakes files ✓
Walt Hart ✓
Jack Nash ✓
Jack Roland ✓

CONST'D

194' over all - long -
74' ℄ to ℄ - 4 Lanes
37' - Common ℄ - 37'
on 2°30' C.R
900' VC -
+5.20% - -5.20%

Form B-107—456—Revised—8-44

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

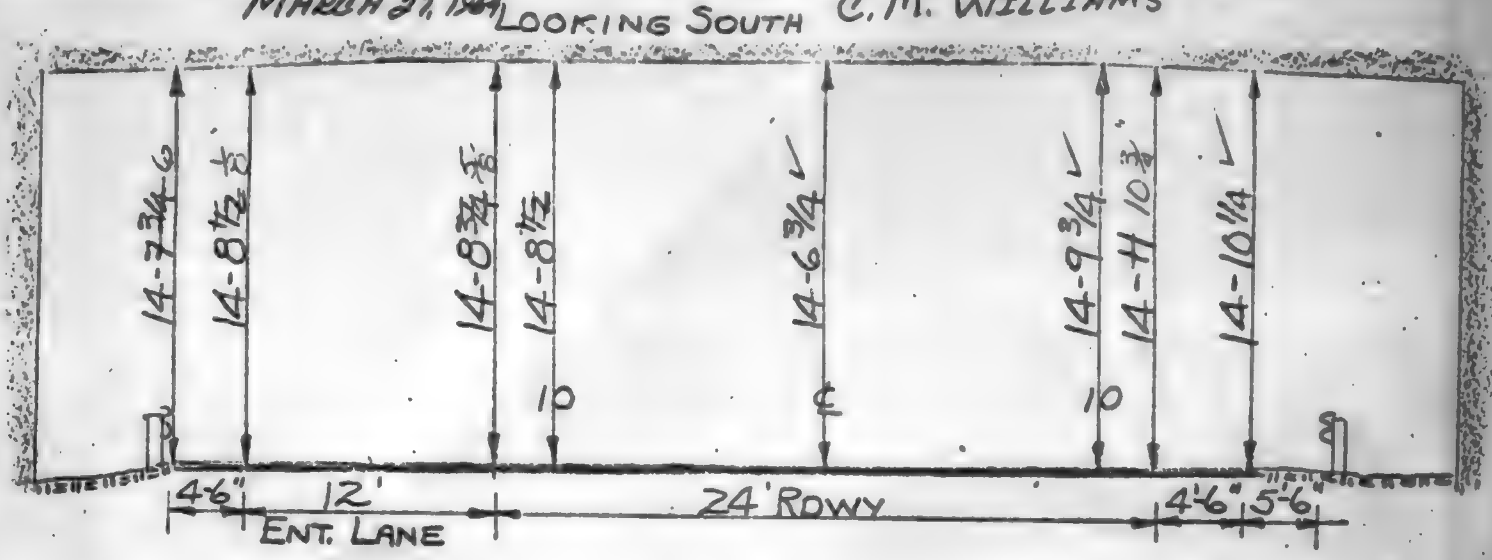
Sheet .... of ....

Bridge No. 7739

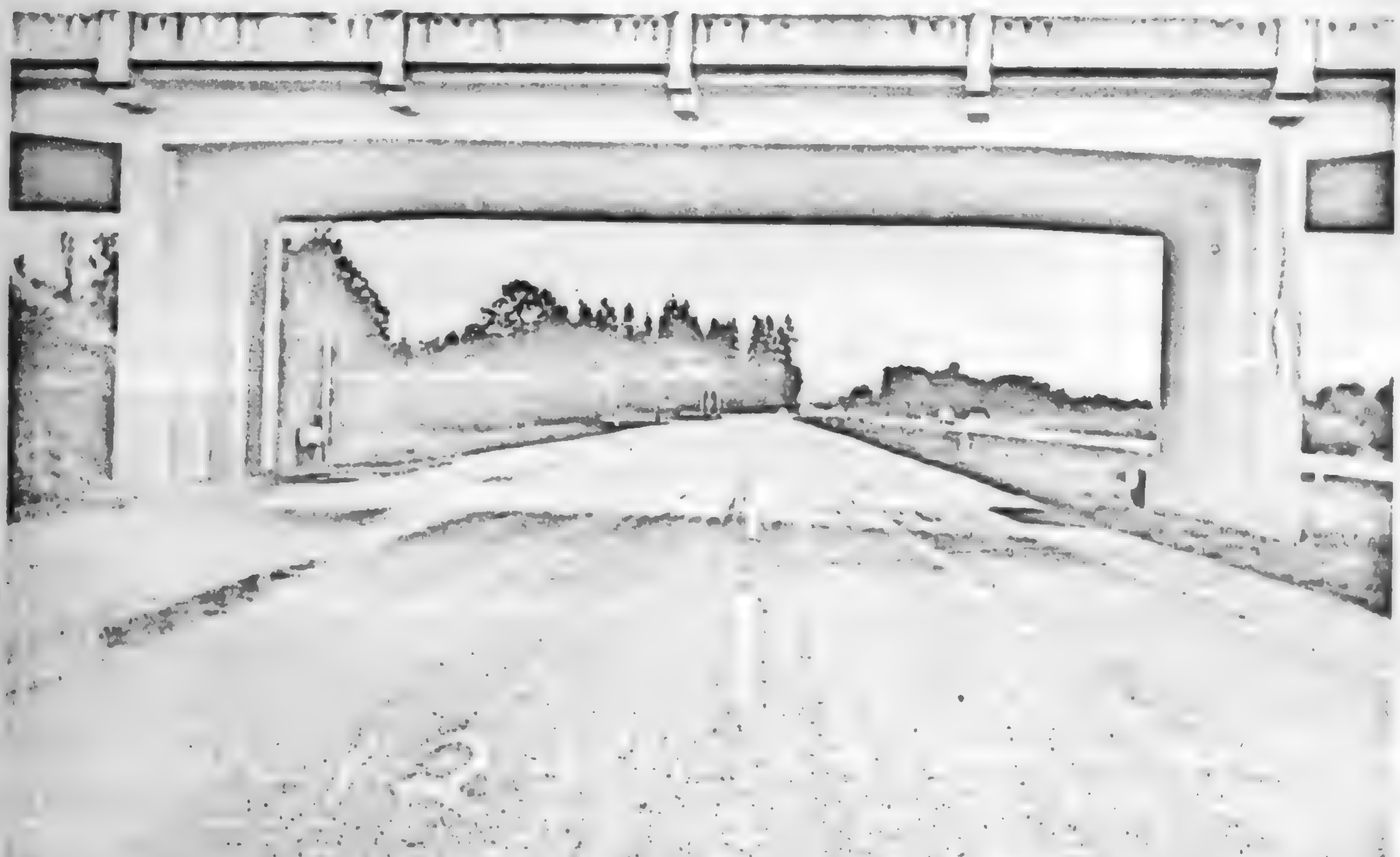
Bridge over CRESSWELL UXING on PACIFIC Highway No. 1

in LANE County. Inspected 7-25-63 by ARONSON Location No. 135.57

MARCH 27, 1964 C.M. WILLIAMS


LOOKING SOUTH
14-7¾ 6
14-8½ 5/8
14-8¾ 5/8
14-8½
14-6¾
14-9¾
14-11 10¾
14-10¼
10
℄
10
4'-6"
12'
ENT. LANE
24' RDWY
4'-6"
5'-6"

N BND. LANE



HWY. No 1 Br. No 7739

Form E-167—4M—Revised—6-44

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

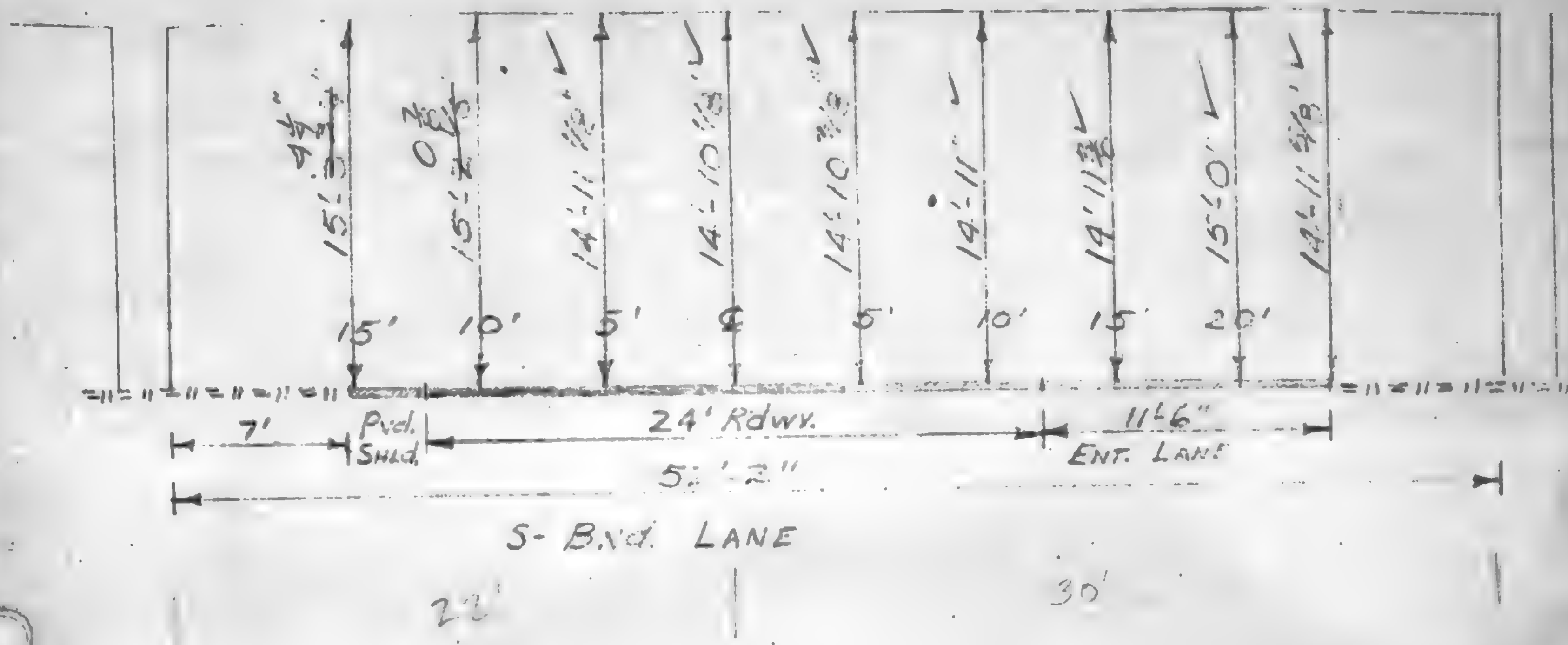
Sheet .... of ....

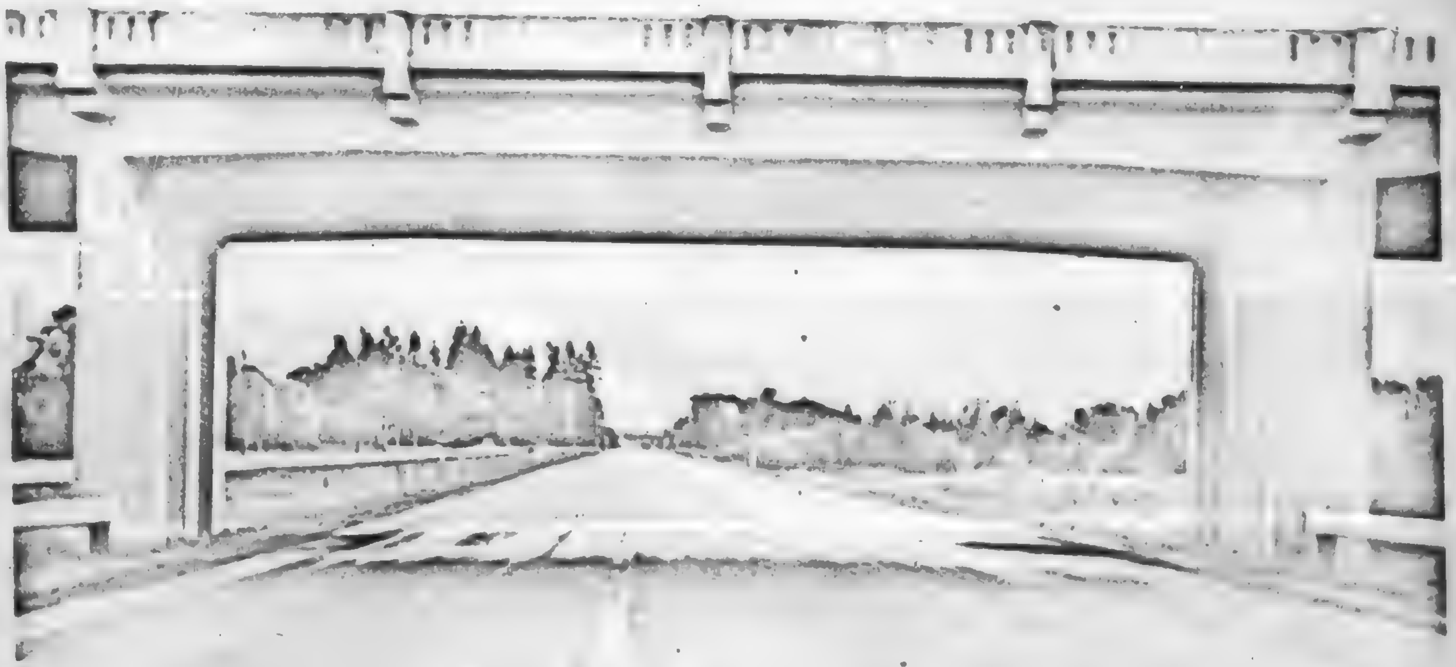
Bridge No. 7739

Bridge over CRESSWELL UXING on PACIFIC Highway No. 1

in LANE County. Inspected SEPT. 57 by BANGERT Location No. 135 57

LOOKING SOUTH MARCH 27, 1964 - C.M. WILLIAMS


15'-9¼"
15'-0⅞"
14'-11½"
14'-10⅝"
14'-10⅜"
14'-11"
14'-11⅜"
15'-0"
14'-11⅝"
15'
10'
5'
℄
5'
10'
15'
20'
7'
Pvd. Shld.
24' Rdwy.
11'-6"
Ent. Lane
5?'-2"
S-Bnd. Lane
22'
30'



Hwy. No 1 Br. No 7739

320-1722 Lowell (Pioneer St.) Section 1969
(Grading and paving)

#7271

[illegible] 3672

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-66)
SP*F204

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Lowell
Post Office Box 305
Lowell, Oregon 97452
Attention of Mrs. Rose M. Brien, Recorder

Request No. (assigned by staff engineer or head of division) os 1203
Date December 22, 1969
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment project on Pioneer Street
Contract No. 7271
Covered by Agreement dated February 6, 1969

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		$4,300.00
		As per attached statement		
		Final Cost	$26,522.20	
		Agreed State Share	25,000.00	
		Agreed City Share		$1,522.20
		Refund Due City		$2,777.80

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $4,300.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

320-1423-295	101.91
320-1722-235	1,420.29

Submitted by:

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date December 17, 1969

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1969

Contract # 7271 Prefix 320-1782 Survey Prefix 320-1423

Street Pioneer

City Lowell

Payments to Contractor (see attached voucher)	$ 23,419.39
Engineering and Contingencies	3,000.90
*Survey: Total $ 1,793.87 Prorated Share	101.91
TOTAL	26,522.20
Agreed State Share	25,000.00
Agreed City Share	1,522.20
City Advance Deposit	4,300.00
Refund due City	2,777.80

Reference: Outside Billing oc 1203

$$\frac{\text{*Construction costs over \$25,000 = \$1,420.29}}{\text{Construction costs = 26,420.29}} \times \$1,895.76 = \$101.91$$

12/17/69

RU [illegible]:ljt

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REV. 6-63)

COUNTY: LANE

CONTRACT NO.: 7271

ESTIMATE NO: 3

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: LOWELL (PIONEER ST)

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DA
	9N GENERAL EXCAVATION	LUMP SUM	4250.0000	100.
	9N 3/4-INCH MATERIAL IN BASE2 INCHES THICK	SQ YDS	.3700	4,921.
	9N STONE BASE 10 INCHES THICK	SQ YDS	1.5300	4,473.
	9N CLASS B ASPHALT CEMENT 3 INCHES THICK	SQ YDS	1.5000	3,824.
	9N 10-INCH CULVERT PIPE	LIN FT	5.0000	201.
	9N 12-INCH CULVERT PIPE	LIN FT	5.3500	49.
	9N 18-INCH CULVERT PIPE	LIN FT	9.0000	20.
	9N 6-INCH PERF DRAIN PIPE	LIN FT	2.0000	960.
	9N A C CONC APPROACHES	ONLY	100.0000	14.

09/18/ 69 PG. 01 7271

US VOUCHER NO.: 5512

ED BY: AW/mt

FER OR AUDITOR: H. E. Mayfield

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMEN

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7271	3 Final	320 1722 204 (41) 1,263.25 Dr.
FEDERAL AID PROJECT NO.		69

R ST)

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	4250.0000	100.000	4250.00	4250.00	
SQ YDS	.3700	4,921.740	1821.04	1821.04	
SQ YDS	1.5300	4,473.360	6844.24	6844.24	
SQ YDS	1.5000	3,824.640	5736.96	5736.96	
LIN FT	5.0000	201.000	1005.00	1005.00	
LIN FT	5.3500	49.000	262.15	262.15	
LIN FT	9.0000	20.000	180.00	180.00	
LIN FT	2.0000	960.000	1920.00	1920.00	
ONLY	100.0000	14.000	1400.00	1400.00	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	23419.39	23419.39	
% RETAINED ON CONTRACT ITEMS		1,263.25	1,263.25
FORCE ACCOUNT			
TOTAL PAYMENTS	23,419.39	22,156.14	1,263.25

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 100781

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-22-69	CC 1903	NOTED H. S. COX	320-1423-995 $101.91 320-1722-995 $1,420.29

- City of Lowell
- Post Office Box 305
- Lowell, Oregon 97452

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
DEC 29 1969
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Rose M.Brian, Recorder			
Final Billing: Special City Allotment project on Pioneer Street Contract No. 7771. Covered by Agreement dated February 6, 1969			
City's Advance Deposit			4,300.00
As per attached statement:			
Final Cost		26,522.20	
Agreed State Share		25,000.00	
Agreed City Share			1,522.20
To be refunded			2,777.80

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received ....
By ....

NOTED
HAROLD REYNOLDSON

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED

NOTED
DON HARWELL

RECEIVED
NOV 1 - 1969
FOR FILING

320-1722
7271

September 24, 1969

St. Paul Fire & Marine Ins. Co.
Portland Office
1500 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7271 awarded to McKenzie Road & Driveway Company for grading and paving the Pioneer Street (Lowell) Section in Lane County was completed on July 2, 1969, and accepted by the Highway Commission on September 23, 1969.

Final payment in the amount of $1,863.28 will be released to the contractor after September 30, 1969. The total contract amount is $23,419.30 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc McKenzie Road & Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Troup-McKinley-McCracken Inc.
940 11th Street, E.
Eugene, Oregon 97401

bc Carroll T. Keasey
Frank Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 24 1969
FOR FILING

320-1722
7271

September 23, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 2, 1969, on Contract No. 7271. The contract was with McKenzie Road and Driveway Company and was for grading and paving of Pioneer Street in the city of Lowell in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 23, 1969, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. E. Young
E. T. Keasey

Lowell-SCA

NOTED
H. S. COX

ORE[illegible]N STATE HIGHWAY DEPARTMEN
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Lowell (Pioneer Street) Contract No. 7271

Highway City Street Prefix No. 320-1722

County Lane F. A. No. State

Final inspection made on 7-17-69 (date) by John Quiner

in company with H. E. Mayfield, Resident Engineer

CHECK LIST

Date

7-2-69 Construction signs removed.

N/A Salem Office notified to rescind construction speed zone.

7-2-69 Contractor removed equipment from project.

7-2-69 Roadside cleanup completed.

Date

Not Closed Opened to traffic.

______ Division materials certification submitted.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

The overall workmanship and appearance of this project is good.

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JUL 23 1969
ENGINEER
COUNTY & CITY DIVISION

All contract work on this project has been completed and recommendation is made for acceptance on 7-2-69 (date). The semi-final estimate will be submitted about 7-11-69 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
County and City ✓

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

John Quiner
(signed)

Asst. Division Engr.
(title)

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINUR C. HOLMES

NOTED
DON HARWELL

320-1722 C
7271

FORM B-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lowell (Pioneer St.)
WEEK ENDING: July 12, 1969
SECTION PREFIX: 320-1722
HIGHWAY: City Street
COUNTY: Lane
NAME OF JOB: Lowell (Pioneer St.)
KIND OF WORK: Grading and Paving
CONTRACTOR: McKenzie Road & Driveway Co.
CONTRACT NUMBER: 7271
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1969
DATE WORK STARTED: June 4, 1969
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 30
CALENDAR DAYS USED: 26
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 87
PROJECT AUTHORIZATION: $ 29,042.81
EXCLUSIVE OF ENGINEERING: $ 26,506.32
ENGINEERING AUTHORIZATION: $ 2,536.49
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 87
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,419.39
ENGINEERING COST TO DATE: $ 2,364.85
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.6 %
PERCENT OF AUTHORIZATION: 93.2 %
DATE PROJECT WAS COMPLETED: July 2, 1969

Semi-final estimate was submitted July 11, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		COMPLETE			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Partly Cloudy			
TUESDAY	Clear			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Partly Cloudy			
SATURDAY				

RECEIVED
JUL 15 1969
CONSTRUCTION DIVISION

Routing
Morgan
Packer
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Galagher
Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7-6-69	
MONDAY 7-7	Two men in office working on semi-final estimate.
TUESDAY 7-8	Two men in office working on semi-final estimate.
WEDNESDAY 7-9	Two men in office working on semi-final estimate.
THURSDAY 7-10	Two men in office finishing semi-final estimate and doing other office work. I was over project with R. M. Briem, the City Recorder. All work was found to be satisfactory.
FRIDAY 7-11	The semi-final estimate was sent to Roseburg. This is the last entry.
SATURDAY	

REMARKS

This will be the last report.

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 10 1969

File No.

320-17222

7271

June 10, 1969

McKenzie Road & Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7271 for grading and paving on Pioneer Street in the City of Lowell in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: St. Paul Fire & Marine Insurance Co.
Tromp-McKinley-McCracken Insurance
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
Harley E. Mayfield

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 23,625.50
Anticipated Additional Items:	
Flagging	100.00
	$ 23,725.50
Engr. & Cont. (14½%)	3,440.20
Estimated Net Authorization, Constr.	$ 27,165.70

0 – 100,000 = 14½

100,00 – 1m = 13½

OVER 1m = 12½

$\frac{4042.81}{29,042.81} \times 1878.35 = 261.42$

Duane Ridings ~~Wayne Rydings~~ was given the cost $4,300.00
to Lowell

C

RECEIVED
MAY 28 1969
FOR FILING

320-1722

7271

May 26, 1969

McKenzie Road & Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7271 for $25,264.90 awarded to you by the State Highway Commission on May 20, 1969. This contract is for grading and paving on Pioneer Street in the City of Lowell in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 7, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Head, Assistant Secretary

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
C. T. Kensey
Harley E. Mayfield

RECEIVED
JUN 26 1969
FOR FILE

320-1722
7271

May 20, 1969

McKenzie Road and Driveway Company
P. O. Box 347
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission today accepted your proposal for grading and paving Pioneer Street in the city of Lowell in Lane County for the sum of $25,264.90 and referred it to the State Highway Engineer with authority to award the contract when the City of Lowell approves and deposits $4,300.

Later in the day these conditions were satisfied and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7271.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Pac. Bldr. & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)

City of Lowell

LOWELL, OREGON 97452

May 16, 1969

State Highway Department
H. S. Cox, County and City Engineer
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed find Check in the amount of Four Thousand, Three Hundred Dollars and no cents, ($4,300.00), for the estimated share of the cost on the 1969 Special City Allotment Project on Pioneer Street from 3rd Street to North Shore Drive.

Very truly yours

Rose M. Briem

Rose M. Briem, City Recorder

RECEIVED
MAY 19 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

May 15, 1969

Mrs. Rose M. Brien
City Recorder
P.O. Box 305
Lowell, Oregon 97452

Dear Mrs. Brien:

On May 15, 1969, the State Highway Commission opened bids on the 1969 Special City Allotment project on Pioneer Street in Lowell. The apparent low bid was submitted by McKenzie Road & Driveway Company of Eugene. The anticipated cost based on the bid is as follows:

Contractor's bid	$25,264.90
Anticipated additional items	100.00
Total	25,364.90
14½% Engineering and contingencies	3,677.91
Total	29,042.81
Estimated portion of preliminary engineering charged to project	261.42
TOTAL ANTICIPATED COST	$29,304.23

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience a check or warrant to this office in the amount of $4,300 made payable to the Oregon State Highway Commission.

Check = 11-30-69

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:cb

bc L. E. Young
C. T. Kenney

NOTED
P. B. [illegible]

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

LOWELL (PIONEER St.) SECTION
LANE COUNTY

NOTED
H. S. COX

E. Johnson
4-16-69

5-15-69

GENERAL EXCAVATION	All Specified		5000
~~Special Backfill in Drains~~	~~34 Cu. yds~~	~~8~~	~~272~~
3/4-inch Material in Base, 2-inches thick	5560 Sq. yds	25	1390
Stone Base, 10 inches thick	5050 Sq. yds	1.10	5555
Class "B" Asphalt Cement, 3-inches thick	4170 Sq. yds	1.50	6255
10-inch Culvert Pipe	200 lin. ft	3.00	600
12-inch " "	52 lin. ft	3.75	195
18-inch " "	22 lin. ft	5.25	115.50
6-inch Perf. Drain Pipe.	1050 lin. ft	2.50 ~~2.25~~	2625 ~~2362.50~~
A.C. Conc. Approaches.	14 only.	135	1890.00
Trench 5			23625.50
	Anticipated		100
			23725.50
	E & C. 14%		3440.20
			27,165.70
			119.58
		TOT. ANTIC. COST.	27,285.28

FLAGGING. 100

Survey Est. = $1,500 × $\frac{2,165.70}{27,165.70}$ = $119.58

FINAL EST.
MAY 15

RECEIVED
APR 17 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Salem, Oregon
March 25, 1969

1969 S.C.A. Project
Pioneer Street
City of Lowell

Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. P. L. Carstensen

The survey data on subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mm

Att.

$ 31,000

4-2-69 Called Mayor & told her we are designing project with 8' paved shoulders & subdrains if city would not object - roughly $31,000 cost. Mayor thought this was good ideal.

Like 1966 Veneta project.

NOTED
DON HARWELL

NARRATIVE REPORT

LOWELL (PIONEER STREET) SECTION
CITY STREET LANE COUNTY
PREFIX: 320-1423

The purpose of this survey is to prepare plans, specifications and estimates for grading and paving on the existing alignment of Pioneer Street.

The location survey covers that portion of Pioneer Street between Third Street and Shore Drive. The length of the survey is 0.20 mile.

The typical section consists of two 12-foot travel lanes with 4-foot shoulders constructed of asphaltic concrete. The base design is as follows:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	10"
Total Depth	15"

The maximum gradient is 1.877 per cent. The alignment is straight throughout the project and is located midway between the right-of-way lines.

The total estimated cost is $28,926.60. The cost per mile is $144,633.0

No additional right-of-way is needed.

The City of Lowell has no master plan for a storm sewer system.

Water supply facilities appear to be of sufficient depth to avoid adjustment. The water value sleeves located at the south east corner of Pioneer and Second Street will require adjustment.

Private utilities requiring adjustment:

LOCATION	IDENTIFICATION	OWNER
13+85(26'lt)	Pole, No. 142707	Pacific Power & Light Co.
	Contact	Pacific Northwest Bell Telephone
17+49(19.5'rt.)	Pole, No Number	Lane County Co-op.
18+03(26.5'rt.)	Pole, NO. T21216A2L1	Lane County Co-op.
19+82(21'rt.)	Pole & Guy, No. 4A	Pacific Northwest Bell Telephone

NOTED
RICHARD UNREIN

City Councilman, Mr. Ernest F. Gillespie, advised that the city will remove the sign and street markers prior to construction and will replace same upon completion of the street improvement work.

City Officials advised that the construction area may be closed to through traffic. The street may be closed to local traffic during construction hours.

A study was made to determine of alternate materials such as gravel or tallus in the immediate vicinity of Lowell could be utilized in the base construction. In a telephone conversation with the City Engineer, Mr. Ray V. Walter, Mr. Walter advised that for many years the City had specified crushed material for street construction. Mr. Walter had some knowledge of that the Forest Service had utilized a tallus material located in the Fall Creek area for road construction, but did not know if such use resulted in a satisfactory and durable roadway that could be adapted to street construction. Since no comparison between materials can be made, it was decided, here, to specify a crushed material.

A study was made to determine a possible method of cutting construction engineering cost. Thought had been given to measure by square yards of surfacing and paving materials. Considering that fourteen approaches are to be constructed, and the time required for a survey crew to determine the actual square yards as compared to issuing material receipts based on cubic yards and tons, it was determined that the conventional method of measure is more economical.

SPECIFICATIONS

Temporary Protection and Direction of Traffic:

This item is based on a minimum requirement of 8-Type 2 Portable Barricades and 4-Class C, Signs with the message, "STREET CLOSED".

Clearing and Grubbing:

The clearing and grubbing work is nominal, and the item has been omitted from the quantity summary. For the purpose of allowing a nominal amount for the estimated cost of clearing and grubbing, the general excavation amount has been increased appropriately.

Finishing Roadbed and Slopes:

This item has been omitted from the quantity summary. The estimated cost for finishing roadbed and slopes has been included in the general excavation amount.

TED
UNREIN

COST SUMMARY

PROJECT: Lowell (Pioneer Street) **HIGHWAY:** City Street

COUNTY: Lane **PREFIX:** 320-1423

ITEM NO.	ITEM	UNIT	NET QUANTITY
1	Temporary Protection and Direction of Traffic	Lump Sum	All
2	General Excavation	Cu. Yd.	2,230
3	Trench Excavation	Cu. Yd.	7
4	Watering	M-Gal.	52
5	Stone Base	Cu. Yd.	1,737
6	3/4"-0 Material in Base	Cu. Yd.	329
7	Class "B" Asphalt Concrete	Ton	668
8	12-inch Culvert Pipe	Lin. Ft.	318
9	Extra for Paving Road Approaches	Each	14
	Total Contract Items		
	Additional Anticipated Items:		
	Flagging		
	Subtotal		
	Engineering and Contingencies (20%)		
	Total Project Cost		
	SURVEY Est. $1500		

y Street

-1423

COST SUMMARY

PAGE 1 of 1 PAGES

	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Lump Sum	All		All		1,500.00
	Cu. Yd.	2,230	220	2,450	2.00	4,900.00
	Cu. Yd.	7	1	8	5.00	40.00
	M-Gal.	52	5	57	4.00	228.00
	Cu. Yd.	1,737	173	1,910	4.00	7,640.00
	Cu. Yd.	329	31	360	4.50	1,620.00
	Ton	668	62	730	8.50	6,205.00
	Lin. Ft.	318	32	350	3.75	1,312.50
	Each	14		14	40.00	560.00
Items						24,005.50
						100.00
						24,105.50
						4,821.10
Cost						28,926.60
Survey Est. $1500				Est.	City Share	203.62
						$29,130.22

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section PIONEER STREET (From Third St.-North Shore Drive) Highway City of Lowell County Lane Prefix 320-1423

Res. Engr. J.E. Chaney Approx. Length 0.19 Miles. Sta. ______ to Sta. ______ Date 3-7-69

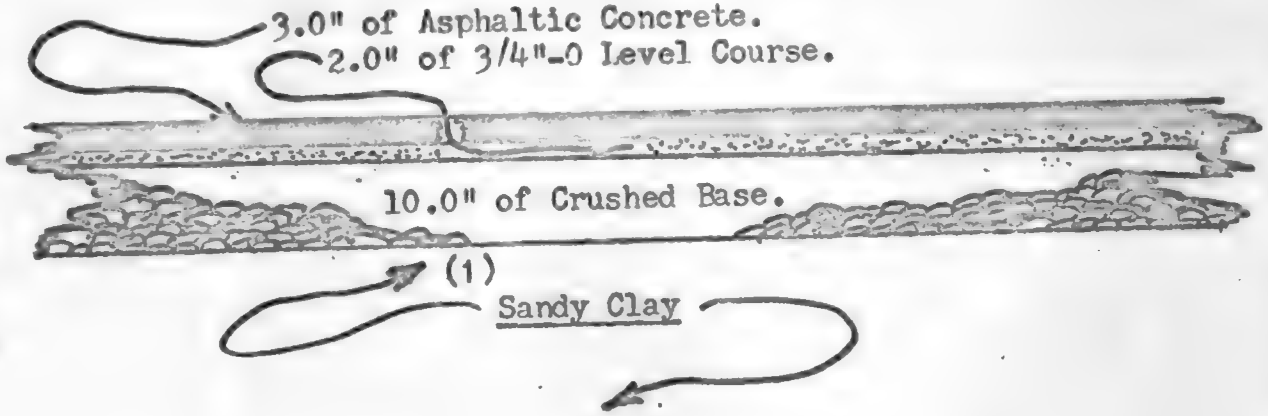
Mean Truck A.D.T. 16 Traffic Coefficient 5.5 18 kip s.a. per day 2.8.

Annual Precipitation 43"± (Eugene) Frost Penetration - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	AC
	2.0	2.0	Level
	10.0	10.0	Cr. Base
18.0	18.0	15.0	

(1)
Typical Soil
63 LL
29 PI
93 %P 10
62 %P200
7 %Gravel
17 %C Sand
14 %F Sand
22 %Silt
40 %Clay
7 "R" Value

3-7-69



AASHO CLASSIFICATION:

A-7-5 (16)

MATERIAL SOURCES:
To be determined
by the Engineer.

NOTED
F. B. KLABOE

MAR 17 1969

3-7-69

320-1722
7271

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Lowell

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ asst Construction Engineer

Approved by F B Klaboe Asst. State Highway Engineer

SECTION: PIONEER STREET (From Third St.-North Shore Drive)

HIGHWAY: City of Lowell

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
CARS ONLY	2.0"	- - -	2.0"	7.0"	- - -	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = - -" Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

TRAFFIC ANALYSIS

SECTION: PIONEER STREET (From Third St.-North Shore Drive)

HIGHWAY: City of Lowell

COUNTY: Lane

120 Present ADT (1969)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	10	1.5	15	13	450	5,850
3	2	1.5	3	3	1000	3,000
4	0				1250	- - -
5	0				3180	- - -
6	0				2570	- - -
				16 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 8,850

TWENTY YEAR EWL 177,000

TRAFFIC COEFFICIENT 5.5

TRAFFIC ANALYSIS

SECTION: PIONEER STREET (From Third St.-North Shore Drive)

HIGHWAY: City of Lowell

COUNTY: Lane

120 Present ADT (1969)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	10	1.5	15	13	450	5,850
3	2	1.5	3	3	1000	3,000
4	0				1250	- - -
5	0				3180	- - -
6	0				2570	- - -
				16	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 8,850

TWENTY YEAR EWL 177,000

TRAFFIC COEFFICIENT 5.5

SECTION: PIONEER STREET (From Third St.-North Shore Drive)

HIGHWAY: City of Lowell

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for this project. See Items 6 and 12.

RECEIVED
FEB 10 1969
FOR

320-1722

7271

MISC. CONTRACTS and
AGREEMENTS No. 3672

February 7, 1969

City of Lowell
City Hall
Lowell, Oregon 97452

Attention: Mrs. Rose M. Brien
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement of Pioneer Street from Third Street to North Shore Drive in your city.

We have retained a fully executed copy of this agreement for the Commission's records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(Agreement attached)

RECEIVED
JAN 20 1969

RECEIVED
JAN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

1-17-69

PREFIX NO. 320-1423

LOCATION PROSPECTUS
LOWELL (PIONEER STREET) SECTION
CITY STREET - LANE COUNTY

320-1722

7271

HIGHWAY: Pioneer Street from Third Street to North Shore Drive. Not on Federal-aid or State system.

TERMINI: The northerly terminus of Pioneer Street is at the intersection of Third Street. The southerly terminus is at the intersection of North Shore Drive.

LENGTH: The length of the project is 0.19 mile.

PROGRAM: 1969 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment of Pioneer Street. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted.

TYPICAL SECTION: The typical section will consist of two 12-foot travel lanes with 4-foot shoulders.

BASE DESIGN: The tentative design for construction of Pioneer Street is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	14"
Total Depth	19"

MATERIALS: Adequate quantities are available from commercial sources.

ADD'L FACILITIES: There are no railroads or major stream crossings.

PARKS: None.

AGREEMENTS: Routine negotiations for Special City Allotment project.

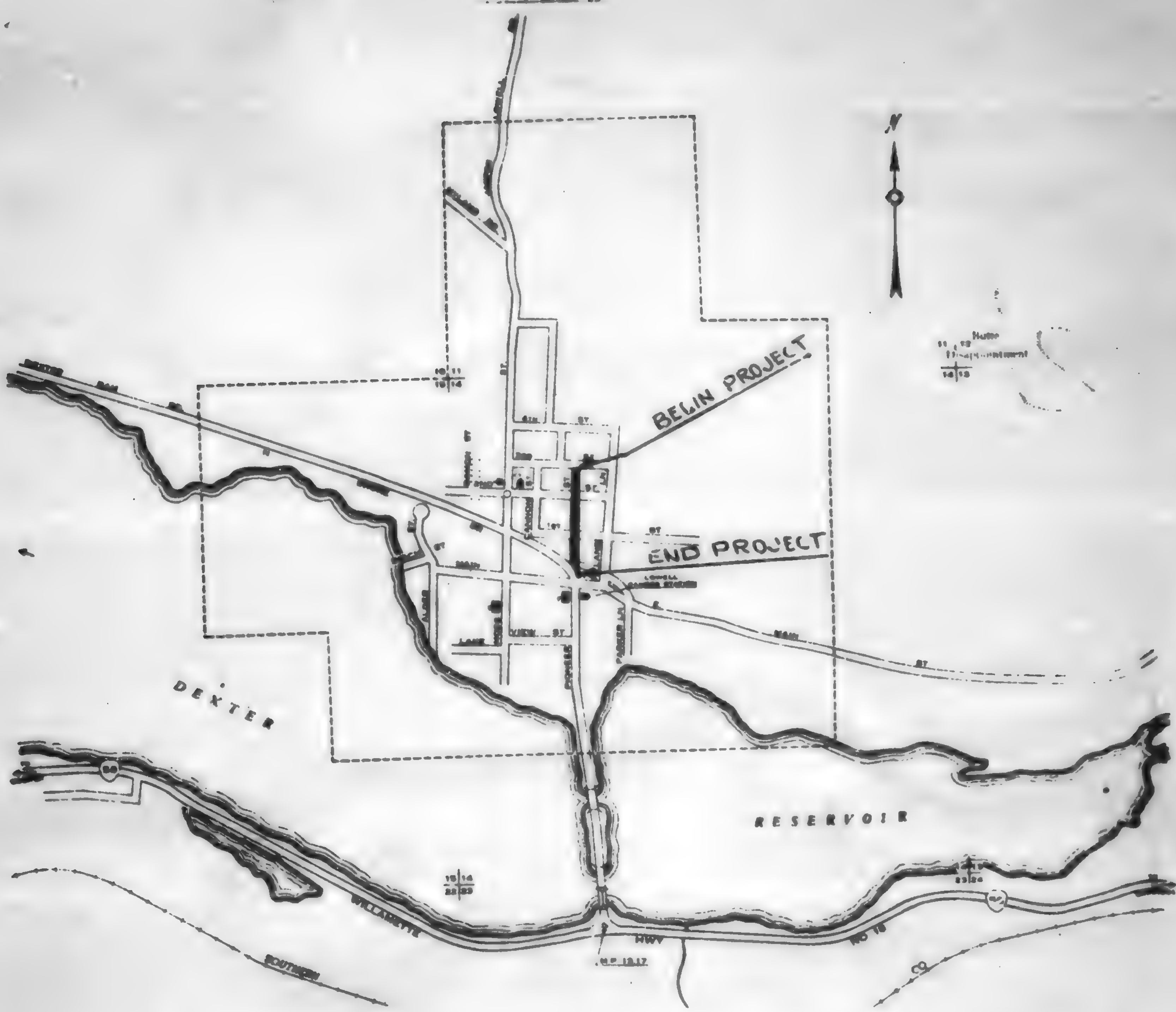
January 17, 1969
Attachment

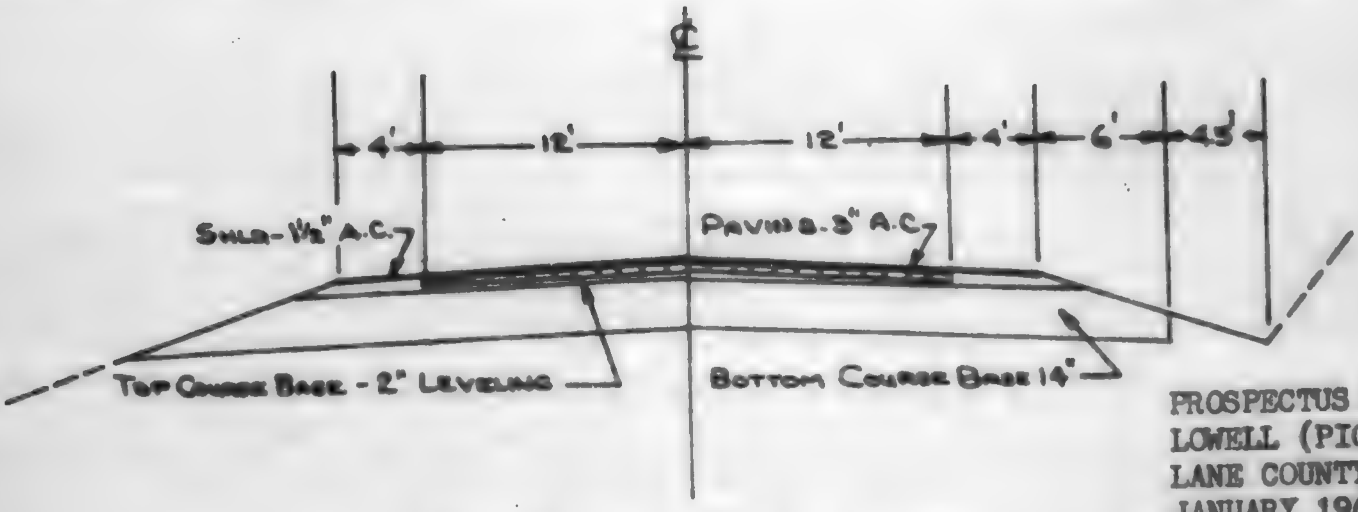
cc: C.T. Keasey (3)
F.B. Klaboe
F.B. Crandall
Ivan Merchant (4)
L.H. Young
H.S. Cox (2)
V.J. Johnson
Jack Rowland
F.E. Turpin

cc: Forrest Cooper
V.D. Wolfe
F.L. Hall
D.H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A.D. Olson
Robert Royer
O.C. Turner

cc: Tom Edwards
D.J. Barbee
E.S. Hunter
F.D. Morgan
R.N. Chase
W.N. Hackleman
R.E. Olson
W.H. Tebeau
F.W. Yarbrough (2)

NOTED
FORREST COOPER


N
BEGIN PROJECT
END PROJECT
DEXTER
RESERVOIR
MAIN ST
VIEW ST
WILLAMETTE HWY NO 18
SOUTHERN
M.P. 12.17


℄
4'
12'
12'
4'
6'
4.5'
SHLD - 1½" A.C.
PAVING - 3" A.C.
TOP COURSE BASE - 2" LEVELING
BOTTOM COURSE BASE 14"

TYPICAL SECTION PIONEER STREET

PROSPECTUS MAP
LOWELL (PIONEER STREET)
LANE COUNTY
JANUARY 1969

SCA

Form E-30

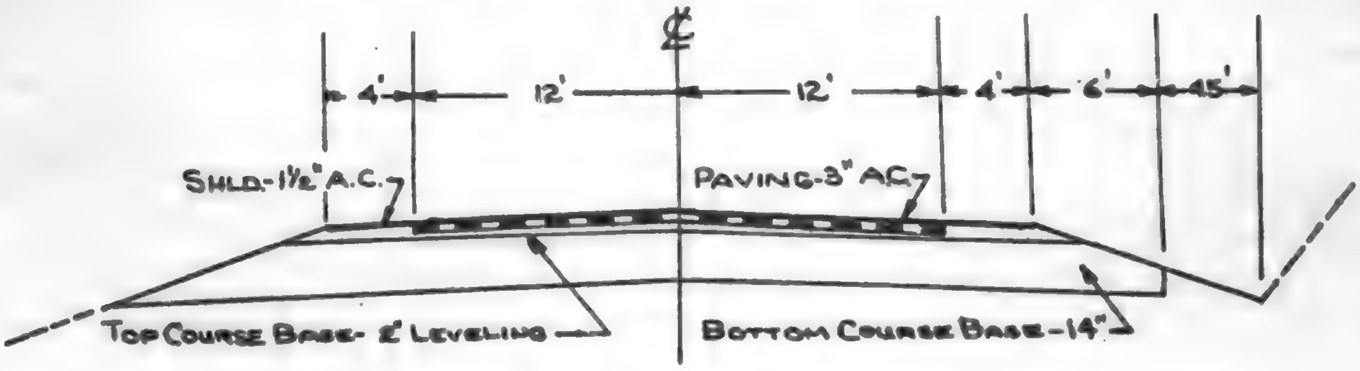
REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

NOTED
H. S. COX

Section Lowell (Pioneer Street)
Date January 10, 1969
Highway City Street
Authorization No. 1
County Lane Division 3
Survey Prefix 320-1423 (Assigned by Salem office)

Description of termini, route, length, etc.: The Northerly terminus is at the intersection of Third Street. The Southerly terminus is at the intersection of North Shore Drive. The length is 0.19 mile.



TYPICAL SECTION PIONEER STREET

Purpose of survey: To prepare plans, specifications and estimates for grading and paving.

RECEIVED
JAN 17 1969
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Survey	(901)	~~$918.00~~	950.00
Plans	(905)		400.00
Soils	(910)		150.00

1969 Special City Allotment Funds

Total estimated cost of survey . . . . . . $ 1,500.00
Previous authorization . . . . ______
Additional authorization requested . . . . ______
Additional authorization approved (Salem) . ______
Total all authorizations approved (Salem) . . ______

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
______ Field Engineer

Recommended for Approval:
______ Asst. Division Engineer

Recommended for Approval:
______ Design Engineer

Approved:
______ Ass't State Engineer

PROGRAM & PLAN. DIV.
P. E. APPR. ______
FED. - AID ______ STATE ✓

State Printing

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

City:	Lowell
County:	Lane
Division No.:	III
Population: 1963	545
1968	610
Previous Projects	1
Previous Amount $	16,791
Last Project	1966

PROPOSED PROJECT - 1969:

Grade and pave Pioneer Street from Third Street to North Shore Drive. Provide 24' pavement with 4' shoulders.

Length of project: 0.19 mile.

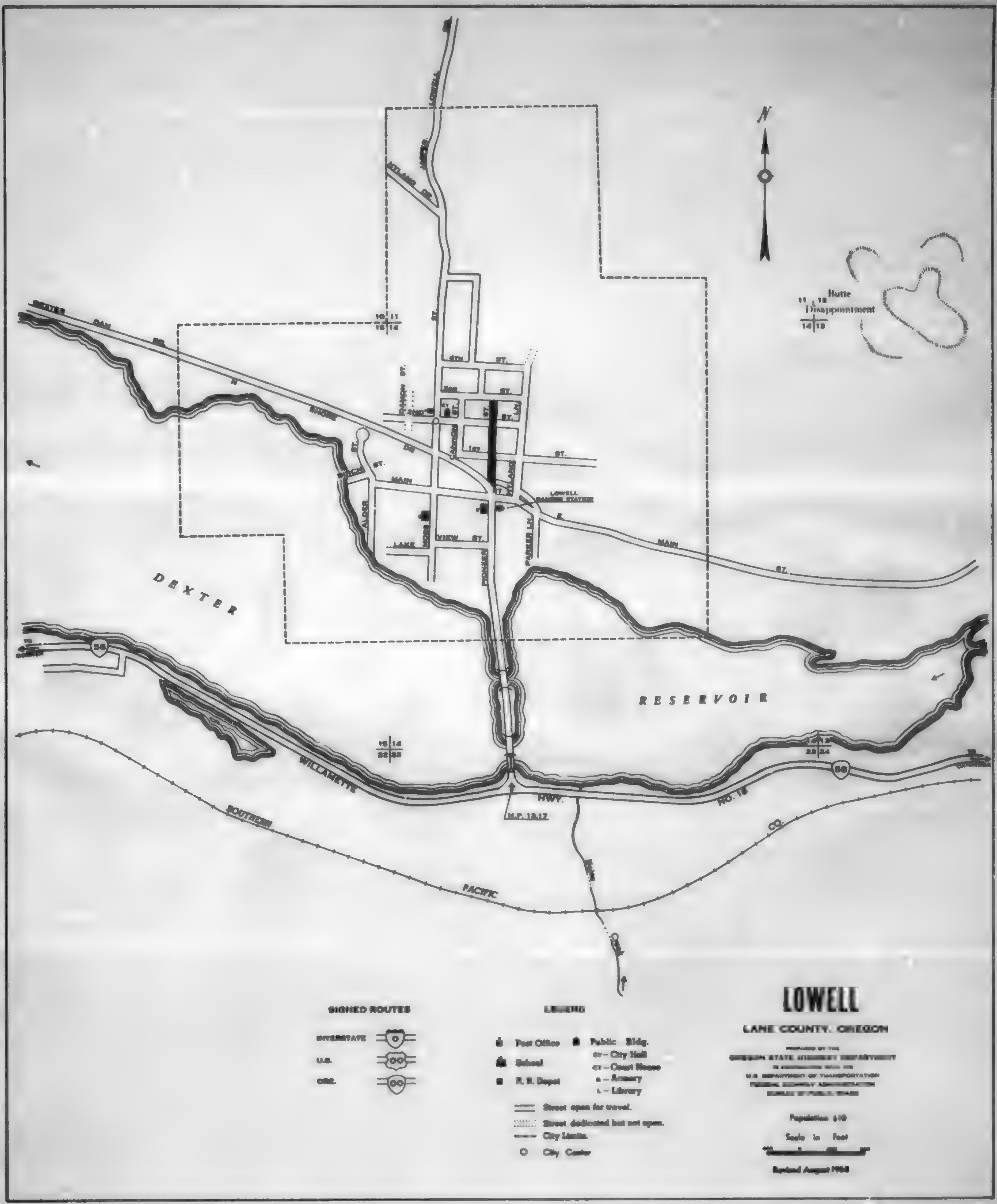
Base design: 14" coarse crushed, 2" level course, 3" asphaltic concrete.

	S.C.A.	City	Total
Estimated Cost:	$25,000	$7,500	$32,500

Remarks:

This graveled street serves as a direct access leading to the state highway for an expanding residential area.

Recommendation: Approval recommended.


N
DEXTER DAM RD.
N. SHORE DR.
ST.
4TH ST.
3RD ST.
2ND ST.
1ST ST.
MAIN
ALDER
MOSS
LAKE VIEW ST.
PIONEER
PARKER LN.
LOWELL RANGER STATION
E. MAIN ST.
Butte Disappointment
10 11
15 14
11 12
14 13
DEXTER
RESERVOIR
58
WILLAMETTE HWY. NO. 18
M.P. 13.17
15 14
22 23
23 24
SOUTHERN PACIFIC CO.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
City Center

LOWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 610

Scale in Feet

Revised August 1968

5CA

City of Lowell

LOWELL, OREGON 97452

October 10, 1968

NOTED
H. S. COX

State of Oregon
State Highway Department
H. S. Cox, County and City Engineer
Salem, Oregon

Dear Mr. Cox:

The City of Lowell, Lowell, Oregon, is willing and able to pay all the costs of the proposed project in excess of $25,000.00 on the construction project on Pioneer Street from 3rd Street to North Shore Drive.

Sincerely yours
Rose M. Briem
Rose M. Briem, City Recorder

RECEIVED
OCT 14 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

September 9, 1968

Hon. Wilma E. May
The Mayor
City Hall
Lowell, Oregon 97452

Dear Mayor May:

It is planned to submit your proposed project on Pioneer Street from Third Street to North Shore Drive to the Highway Commission for consideration of construction (1969) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $32,500 for providing 24 feet of asphaltic concrete pavement with 4-foot shoulders; State's share - $25,000. (7,500?)

Should the Highway Commission look with favor on your project, would the city of Lowell be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating Lowell's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

Council meets - Oct. 7
[illegible]

NOTED
DON HARWELL

S.C.A. Investigation Data

City of LOWELL Date JUNE 27, 1968 Div. 3
Population: 1968 610 1963 545
Street PIONEER AVE. FROM 3rd ST. to N. SHORE DRIVE.

No. previous projects 1
Last project 1966 (year)
Total SCA funds $ 16,791
Funds/capita $ 27.53
Average/capita $ 57.58

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: 18-20 feet, Shoulder-shoulder width: 22-24 feet
C-C width: — feet, R/W width: 60 feet
Remarks: Existing gravel street serves a Rapidly expanding Residential AREA. And is The main access Route to State Hwy. Met with Mayor - Mrs. Wilma May. She said City may have $5000-$6000 by next summer. Reviewed st. with Mrs. May.

good project

PROPOSED

Surfacing: A.C. X Oil — Other —
Pave. width: 24 feet, Shoulder width 4 9 feet, C-C width: — feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.19 mile, 1000 feet. Type curb: —
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 400.00
Clearing & grubbing	all	all	L.S.	200.00
General excavation	c.y.	4,300	1.00	4,300.00
Finishing roadbed & slopes ($1,500)	mile	0.19	1,500.00	285.00
Trench excavation	c.y.	55	4.00	220.00
Watering	M-gal.	90	4.00	360.00
Level material (3/4-0)	c.y.	480	4.15	1,992.00
Base material	c.y.	2,800	3.90	10,920.00
Asphalt	ton	540	8.25	4,455.00
Binder	all	all	L.S.	500.00
~~Concrete inlets~~	~~each~~	—	—	—
Culvert pipe 12"	lin. ft.	535	3.75	2,006.25
~~Concrete curbs~~	~~c.y.~~	—	—	—
Extra A.C. Approaches	Each	16	40.00	640.00
Culvert pipe 18"	Lin. ft.	70	5.25	367.50

*Items include 10% allowance

Total	$ 26,615.75
Perm. signing ($100/intersection)	200.00
Flagging	—
Total	$ 26,845.75
Engineering & contingencies (20%)	5,369.15
Total	$ 32,214.90
City's estimated share of survey	339.54
TOTAL ESTIMATED COST	$ 32,554.44

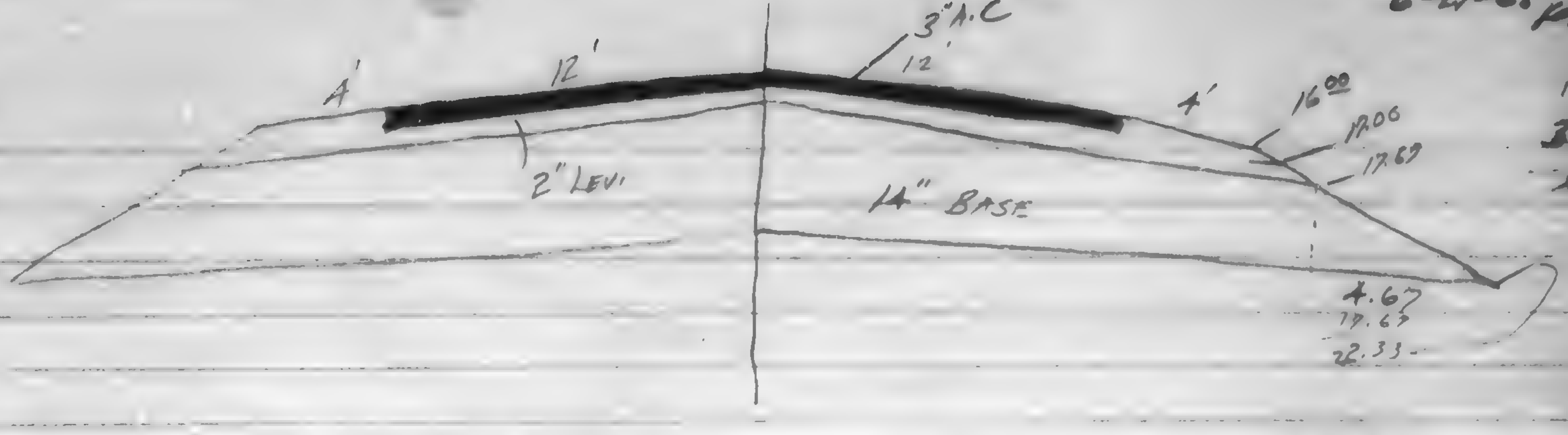
17,000/mi.

$ 32,500

Lowell
Pioneer St.
6-27-68 [illegible]

3"
2"
14
19"

OR 1.58



4'
12'
3" A.C
12'
4'
16.00
17.06
17.67
2" Levi
14" Base
4.67
17.67
22.33

17.67
35.33
4.67
40.0

Gen. Exc. = $\frac{1.6 \times 60 \times 1120 \times 1.1}{27}$ = 4,350 c.y.

Tr. Exc. = $\frac{1.0 \times 2.5 \times 605}{27}$ = 56 c.y.

Water = .0275 × (3280) = 90 M-Gals.

Levi. = $\frac{.17 \times 34.9 \times 1120 \times 1.43}{27}$ (350) + $\frac{.25 \times 9.0 \times 1120 \times 1.43}{27}$ (130) = 480 c.y.

Base = $\frac{1.17 \times 40. \times 1120 \times 1.43}{27}$ = 2,800 c.y.

A.C. = 48.2 × 11.2 = 540 Ton

Binder = $2,600 × 0.19 = $500

Survey Est $1,500

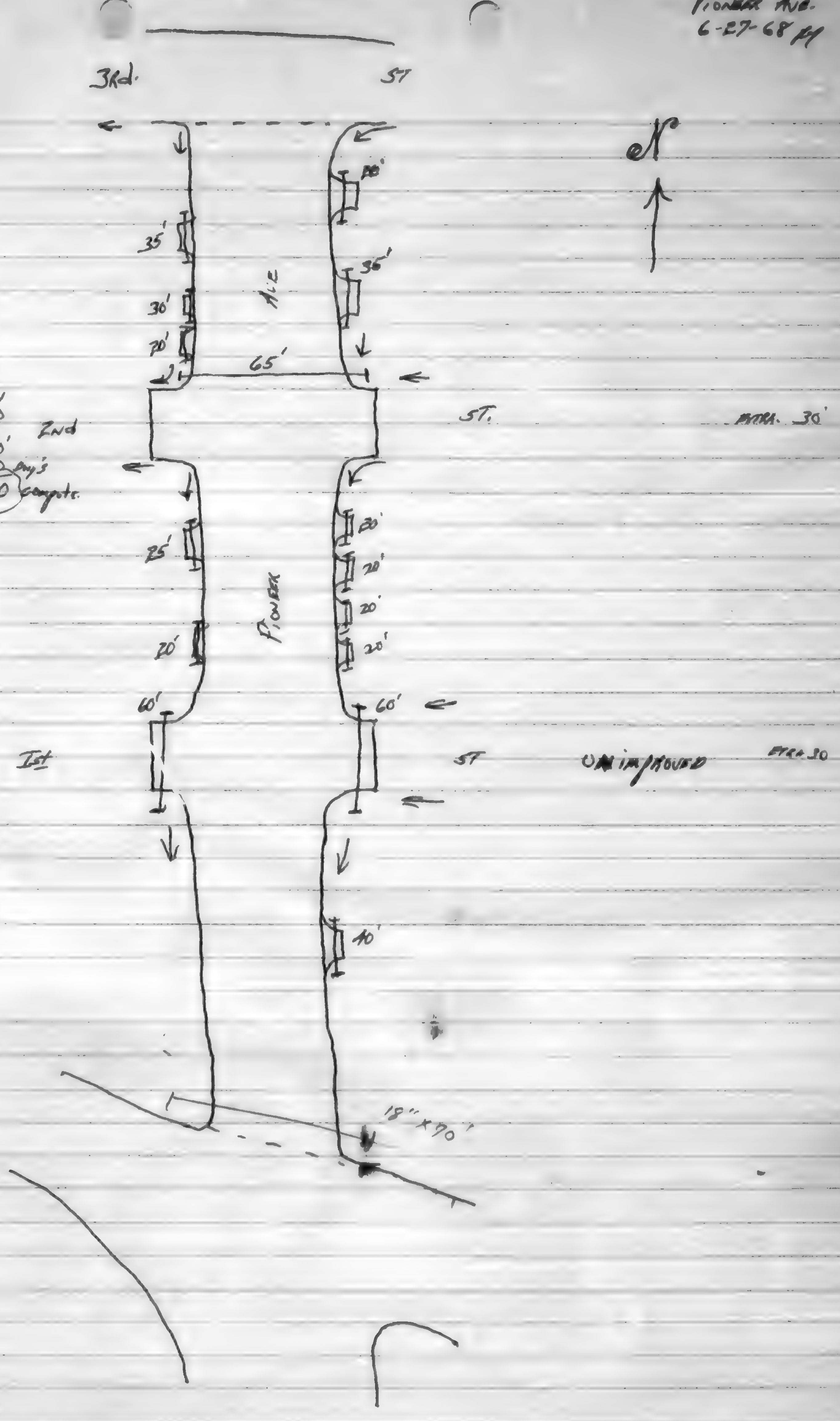
$\frac{7,314.90}{32,314.90}$ × $1,500 = $339.54

LOWELL
Pioneer Ave.
6-27-68 [illegible]

AC.
Approaches
(16)

12" pipe
200
80
150
55
485
50
535'

Length 0.1 Mile or 1000'
+ 60'
60 Avg's
1120 complete


3Rd.
ST
N
35'
30'
20'
Ave
20'
36'
65'
2nd
ST.
Extra 30'
25'
20'
Pioneer
20'
20'
20'
20'
60'
60'
1st
ST
Unimproved
Extra 30
40'
18" x 70'

RECEIVED
MAY 3 - 1968
TRAFFIC ENGINEERING

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF Lowell, Lowell, Oregon Date April 30, 1968

To be financed by Special City Allotment Fund and necessary city funds.

RECEIVED
MAY 6 - 1968
ENGINEER
COUNTY & CITY DIVISION

Street name Pioneer Street
(Locate project on attached map.)

Project length 1,200 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~28~~ 24 feet, width of shoulders: ~~4~~ 4 feet

Curbed section; width curb to curb: ~~-~~ feet

Remarks

Surface now in place: Oil ___ Paving ___ Gravel X

Present surface width: 28 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No ___

Give width of intersecting streets: 60 Feet (2nd Street)

Are intersecting streets curbed? Yes ___ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No ___ No Concrete Curbs.

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No ___

To be constructed as part of project? Yes ___ No ___

Length of desired radius on curb returns: ___ feet

Does city desire special type of curbs? Yes ___ No ___

Explain:

NOTED
RICHARD UNREIN

NOTED
ON HARWELL

No side walks.

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_X_

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks____

____

STORM SEWERS - - - No Storm Sewers. - - - - - - - - - - - - - - - -

Now in place?. Yes____ No_X_

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes_X_ No____ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: __5__feet

Remarks____

____

____

NOTED
RICHARD UNREIN

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 30" feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ~~X~~

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes X No ___

Which company? Pacific Power & Light Co. and Lane County Electric Co-op.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No ___

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks No Railroad.

NOTED
RICHARD UNREIN

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date The City of Lowell will provide for additional funds if it is required to do so.

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:
On City property where needed.

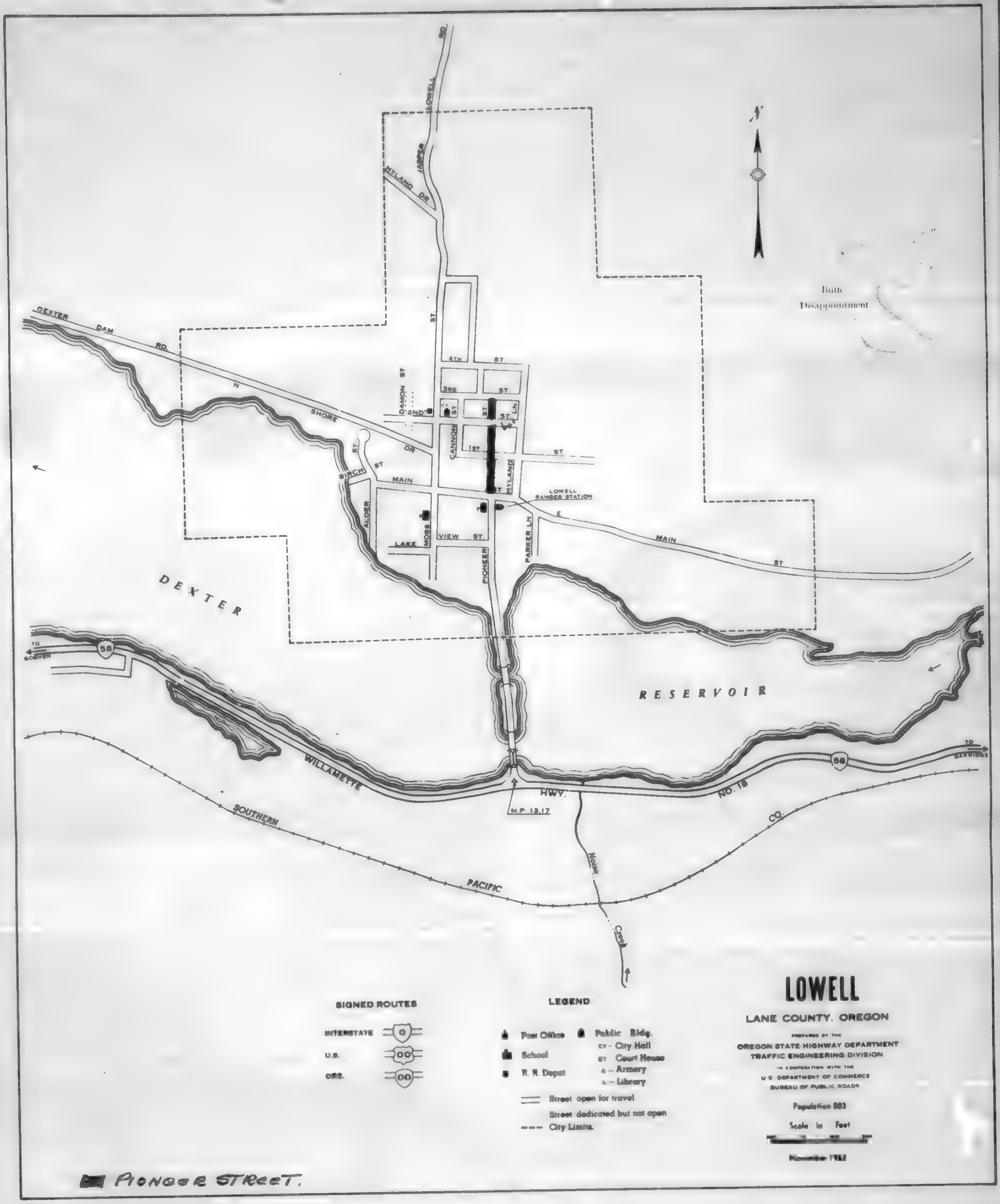
General remarks: ______________________________

By Wilma E. May
Mayor

By Rose M. Briem
City Recorder or ~~City Manager~~

By ______________________________
City Engineer

NOTED
RICHARD UNREIN


LOWELL RD
JASPER
HYLAND DR
DEXTER DAM RD.
N SHORE DR
ST
4TH ST
3RD ST
2ND ST
1ST ST
DAMON ST
CANNON ST
HYLAND ST
LN
BIRCH ST
MAIN ST
ALDER
MOSS
LAKE VIEW ST
PIONEER
PARKER LN
LOWELL RANGER STATION
E MAIN ST
Butte Disappointment
DEXTER
RESERVOIR
TO GOSHEN
58
WILLAMETTE HWY. NO. 18
TO OAKRIDGE
M.P. 13.17
SOUTHERN PACIFIC CO.
Hoise Creek

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
cv – City Hall
ct Court House
a – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits.

LOWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 803

Scale in Feet

November 1962

▬ PIONEER STREET.

NOTED
RICHARD UNREIN

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Lowell is an incorporated city of the State of Oregon and has a population of 610 as given by the latest official census; and

WHEREAS, the following streets of said city, Pioneer Street

Beginning at the intersection of North Shore Drive (Lane County Rd)

and Pioneer Street running north to 3rd Street.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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APR 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

4. That the City of Lowell does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Wilma May, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of March, 1968.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lowell at a regular or ~~special~~ meeting of said Council, held on the 4th day of March, 1968, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of March, 1968.

Rose M. Briem
City Recorder

NOTED
RICHARD UNREIN

I-5-4(66) Oak Grove Safety Rest Area, 1969
206 Pacific Hwy., N. of Eugene
#7272 (Grad., pav. & facilities)

RECEIVED
MAY 11 1971

4-29-71

STATE COPY

FOR FILE

FORM PR-33 E

to: DEHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

I-5-4(66)
7272

REGION NO. 8	REPORT NO. 9	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 4-29-71	REPORT MADE BY P. V. Riedl, Area Engr		PROJECT NO. I-5-4(66)206
COMPLETION DATE 12-11-70	ACCEPTANCE DATE BY CONTRACTING AGENCY 2-18-71	TIME ELAPSED See below %	CONTRACT TIME Completion date 12-31-69
APPROVED EXTENSIONS See below	LOCATION Project is located both sides of the Pacific Highway (I-5) approximately 12 miles north of the City of Eugene		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

OAK GROVE SAFETY REST AREA
PACIFIC HIGHWAY (I-5)
Grading, Paving, and Facilities

This project provided for the construction of entrance and exit ramps, parking areas, roadway drainage, curbs, sidewalks, planters, electrical supply system, area illumination, two toilet buildings and information shelters, two pump houses, lawn, roadside seeding, irrigation system, sewage system, water supply systems, signing and miscellaneous picnic shelters with tables, drinking fountains, sidewalk benches, and litter receptacles. Also included are some existing facilities which are to be removed.

The specified completion date was December 13, 1969, with additional work extending the project to December 11, 1970, which was considered the completion date for the project.

The contract time overran by 105 days, however, an approved extension of time extended the days by 83, establishing liquidated damages for 22 days at $150 for $3300.

The final contract amount was $523,933.82 which is a 2.8% overrun. There were no major overruns or underruns on the project. Information on the overruns and underruns are on file in the Division office.

NOTED
TOM EDWARDS

RECEIVED
MAY 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	
TITLE P. V. Riedl Area Engineer	DATE	TITLE Division Engineer	DATE

REPLACES PREVIOUS EDITIONS WHICH MAY BE USED
UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 2 - 1971
FOR FILING

I-5-4(66)206
7272

March 2, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 22, 1971, we wrote to you concerning release of final payment on Contract No. 7272 awarded to M. R. Holst and Hollingsworth Logging and Contracting for work in the Oak Grove Safety Rest Area on the Pacific Highway in Linn County.

Final payment on this contract is $16,815.90 and the total contract amount is $540,266, including $624.51 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc M. R. Holst and Hollingsworth
  Logging and Contracting
  Box [illegible]
  Oakridge, Oregon 97463

  Ward Insurance Agency
  149-12th Avenue, East
  Eugene, Oregon 97401

bc F. D. Morgan
  I. D. Merchant
  C. T. Kenney
  V. E. Skoog
    Attn: John Kerr

RECEIVED
FEB 22 1971
FOR FILING

I-5-4(66)206

7272

February 18, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 11, 1970 on Contract No. 7272. The contract was with M. R. Holst and Hellsgate Logging and Contracting and was for grading, paving and facilities on the Oak Grove Safety Rest Area Section of the Pacific Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 18, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
MAR 30 1971
FOR FILING

I-5-4(66)2CG
7272

#4

February 18, 1971

M. R. Holst and Hellegate Logging
and Contracting
Box 692
Oakridge, Oregon 97463

Gentlemen:

The State Highway Commission at its meeting on February 16 considered your request for a 105-day extension of time on Contract No. 7272 for work in the Oak Grove Safety Rest Area on the Pacific Highway in Linn County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission approved an extension of 83 days to November 19, 1970, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc F. D. Morgan
V. E. Skoog
C. T. Keasey
James Chaney
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: A. E. Johnson

DATE: February 8, 1971

In reply refer to: 08-35-DB

FROM : for J. K. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(66)206
Oak Grove Safety Rest Area
Request for Time Extension

A review of your recommendation for a time extension on the subject project has been made. In developing the extension for the interval from January 1 to January 22, 1970, it was found that the contractor worked on both contract items and price agreement items during that period. As approximately half the time was for work on price agreements concurrence is given to your recommendation for an 11-day extension during the period of January 1 to January 22.

Concurrence is also given to extend the overall contract time by 83 days plus the stop work time thus establishing a new completion date of November 19, 1970.

2-9-71
copy to Morgan

hand delivered
2-9-71

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

January 4, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oak Grove Safety Rest Area
Project No. I-5-4(66)206
Contract No. 7272
Request for Time Extension

M. R. Holst Construction and Hallogate Contracting and Logging Company, joint contractors, have requested a 105-day time extension of the subject project. This would be in addition to the two ordered stop work intervals which must be covered by formal extension as this project is under the 1964 specifications and had a specified completion date of December 31, 1969. The contractors base their request on Price Agreement No. 7 which made a significant addition to the irrigation system work.

These rest areas had only limited snap valve hose connection irrigation systems that watered mainly the original landscaped areas. The subject contract provided for complete underground systems. Price Agreements 6 and 7 increased the lawn to include some areas that had been planned merely as roadside seeding and mulching. These involved about a 40 percent increase in lawn and irrigation work. The contractors did not get the irrigation system completed in the fall of 1969 in time to complete the lawn work, which had to follow, during the fall planting season. The lawn was not completed until June of 1970.

Attached is a two-sheet progress chart prepared by the Resident Engineer from which you will note that Item 7 (Lawn Construction Planting and Irrigation) has been a lagging item since September 1969. There have been 26 Price Agreements and one added Extra Work Order on this project; four of these are on the water or irrigation system.

We note that several of the other items, including the building, illumination and water supply, were not completed on the Specified December 31 date. These items may have been slowed deliberately since it was apparent the project could not be completed until spring anyway. We recommend extension for 50 percent, or 11 days of the interval from January 1 to January 22, 1970, the date of a stop work order. We recommend extension for all the time charged in the spring of 1970. This was May 4 through July 14, or 72 days.

The last 11 days charged were primarily devoted to shrub re-planting, correction of planting beds, and clean up. This was required work, not caused by change orders as far as we can tell. The usual "plant establishment" period specification was deleted on this project so there was no provision for "free" time after the original planting.

The project has now been completed as of December 11, 1970, with a total of 105 days liquidated damages (exclusive of ordered "stop" time) at $150 per day for a total of $22,500. The 105 days requested by the contractor would therefore delete all liquidated damages.

We recommend 83 days extension plus all stop work time. This would, in effect, establish a new completion date of November 19, 1970. This would leave 22 days liquidated damages in effect (one half of the time from January 1 to 22, and December 1 through 11). May we have your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
C. T. Kessey

JAB:fw ms

Att.

FORM 2-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 29, 1970

SUBJECT: Oak Grove Safety Rest Area
Contract No. 7272
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

M. R. Holst Construction and Hellsgate Contracting and Logging Company has requested a 105-day time extension on this project. This would be in addition to the two ordered stop work intervals which must be covered by formal extension as this project is under the 1964 specifications and had a specified completion date of December 31, 1969. This contract was in the amount of $509,756.00 and covered ten major work items or systems (107 bid items) to virtually double the size of both the northbound and southbound areas. The contractor bases his request on Price Agreement No. 7 which made a significant addition to the irrigation system work.

These rest areas had only limited snap valve hose connection irrigation systems that watered mainly the original landscaped areas. The subject contract provided for complete underground systems. Price Agreements 6 and 7 increased the lawn to include some areas that had been planned to handle merely as roadside seeding and mulching. These involved about a 40-percent increase in lawn and irrigation work. Attached are the revised plan sheets showing the added irrigation work. The contractor did not get the irrigation system completed in the fall of 1969 in time to complete the lawn work, which had to follow, during the fall planting season. The lawn was not completed until June of 1970.

Attached is a two-sheet progress chart prepared by the Resident Engineer from which you will note that Item 7 (LawnConstruction Planting and Irrigation) has been a lagging item since September, 1969. There have been 26 Price Agreements and one added Extra Work Order on this project; four of these are on the water or irrigation system.

The Resident Engineer and the Region concur in the 105-day extension requested. We note that several of the other items, including the building, illumination and water supply were not completed on the specified December 31 date. These items may have been slowed deliberately since it was apparent the

SP*52475-734

project could not be completed until spring anyway, but it would seem reasonable for some liquidated damages to be assessed considering the poor progress at the beginning of the project time. We would suggest doing so for approximately one-half of the 21 days that followed up to the stop work order of January 21, 1970. We recommend extension for 11 days of this interval.

The last 11 days charged were primarily devoted to shrub re-planting, correction of planting beds and clean up. This was required work, not caused by change orders so far as we can tell, and the time should accrue. The usual "plant establishment" period specification was deleted on this project so there was no provision for "free" time after the original planting.

The project has now been completed as of December 11, 1970 with a total of 105 days liquidated damages (exclusive of ordered "stop" time) at $150 per day for a total of $22,500. The 105 days requested would therefore delete all liquidated damages.

Both the Resident Engineer and the Region recommend complete extension (105 days). Copies of their reports are attached. We recommend 84 days plus all stop work time. This would leave 21 days liquidated damages in effect at the rate of $150 per day (one-half of the time from January 1 to 21 and December 1 through 11).

This is a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 9, 1970

SUBJECT: Time Extension
Oak Grove Safety Rest Area
Pacific Highway
Contract No. 7272
Linn County

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

Enclosed herewith is the Contractor's Request for Increase in Number of Workdays to Complete Construction of the subject project. Also enclosed is the Resident Engineer's report and graph showing work progress and how it was affected by various change orders.

The primary reason for the overrun in time in this project was the extensive revision to the irrigation system. This revision delayed the lawn construction and planting until the following spring planting season. Additional extra work items initiated after the specified completion date are more reasons for a time extension even beyond the one requested.

It is, therefore, recommended that the contractor's request for an additional 105 days be granted. Your approval is recommended.

For JOHN QUINER II
Regional Construction Engineer

JQII/cw
Enc.

Routing
Morgan
Decker
1 Bond
Walker
Boehme
Johnson

RECEIVED
NOV 10 1970
CONSTRUCTION
DIVISION

Poasa
Swan
Glenn
Litchfield
Gallagher
Stein

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
October 16, 1970

ROSEBURG DIVISION
RECEIVED

SUBJECT: Oak Grove Safety Rest Area
Pacific Highway
Linn County
Contract No. 7272

To: C. T. Keasey
Regional Engineer
Roseburg, Oregon

Attached is the "Construction Request for Increase in Number of Workdays to Complete Construction Contract" on the subject project.

The contractor's request for the extension of time is based on a change order affecting the irrigation system. The change in the irrigation system is depicted on revised plan sheets, numbers 10 through 13, dated September 15, 1969. Price Agreement No. 7 covers the change order and is dated September 25, 1969.

In addition to the number of Calendar days already expended beyond the contract completion date of December 31, 1969, the contractor's request includes 12 days time in which to complete the remaining work.

The records indicate, that at the time the change order was initiated, the contract work would have not been completed on schedule, however, this fact appears irrelevant since the work covered by the change order was necessary and would have affected the completion time, although the contract work had been on schedule.

There were several other change orders dated later than September 15, 1969 that would have affected the completion time, however, the extra work covered by subsequent change orders were performed concurrent with the expanded irrigation system.

Pursuant to the contractor's letter explaining the cause and effect for the overrun of time to complete the contract work, dated September 18, 1970, particularly paragraph 2 and 3, is in fact true, except that the irrigation system was increased approximately 45 per cent. No further explanation will be given for the effect of the change order on the overrun of time required to complete the contract work.

I have provided a work progress graph so that job progress and effect of extra work can be viewed at a glance. The project contract was broken into ten work items. The ten work items plus the total contract work completed has been depicted on the graph along with the extra work. This graph was derived from our weekly progress reports. Note that on about the tenth of each month the graph may show considerable variation. This is a result of correcting the weekly progress reports to conform with the monthly progress estimate.

I have included with this report two letters from the contractor, dated February 20, 1970, wherein the contractor has requested a stop work order and a notification that he will request an extension of time. On the date I received these letters, the contractor sent a message that he wanted the letters voided and that new letters would be resubmitted since he had inadvertantly omitted a reference that the subject matter is pursuant to a conversation before lapse of contract time. However, the contractor did not reclaim the correspondance, nor submit additional letters supplimenting the subject matter.

Since the change orders for extra work did affect the time required to complete the contract, I recommend that the contractor's request for additional time be granted as submitted.

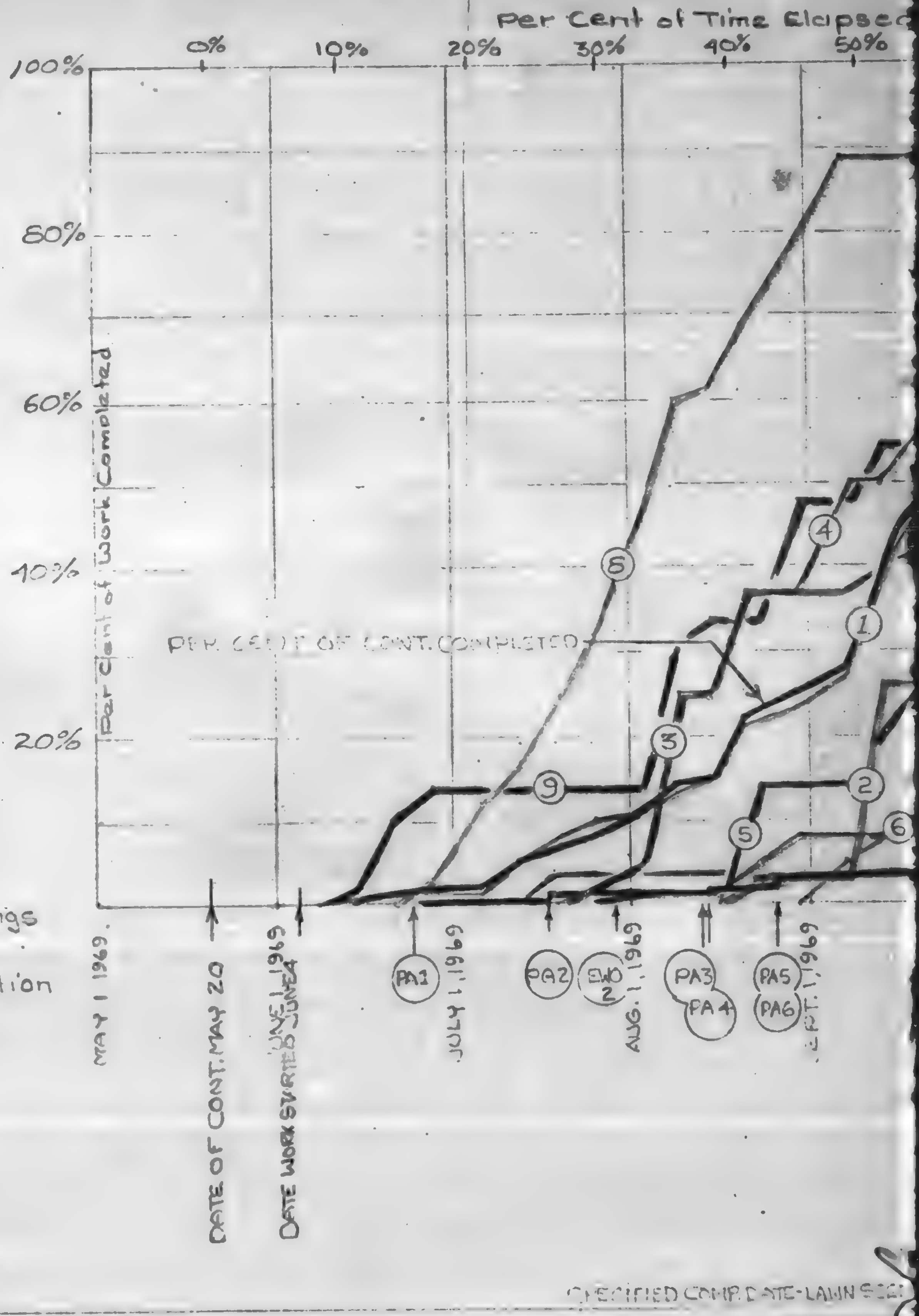
James E. Chaney

James E. Chaney
Resident Engineer

encl:
cc: file

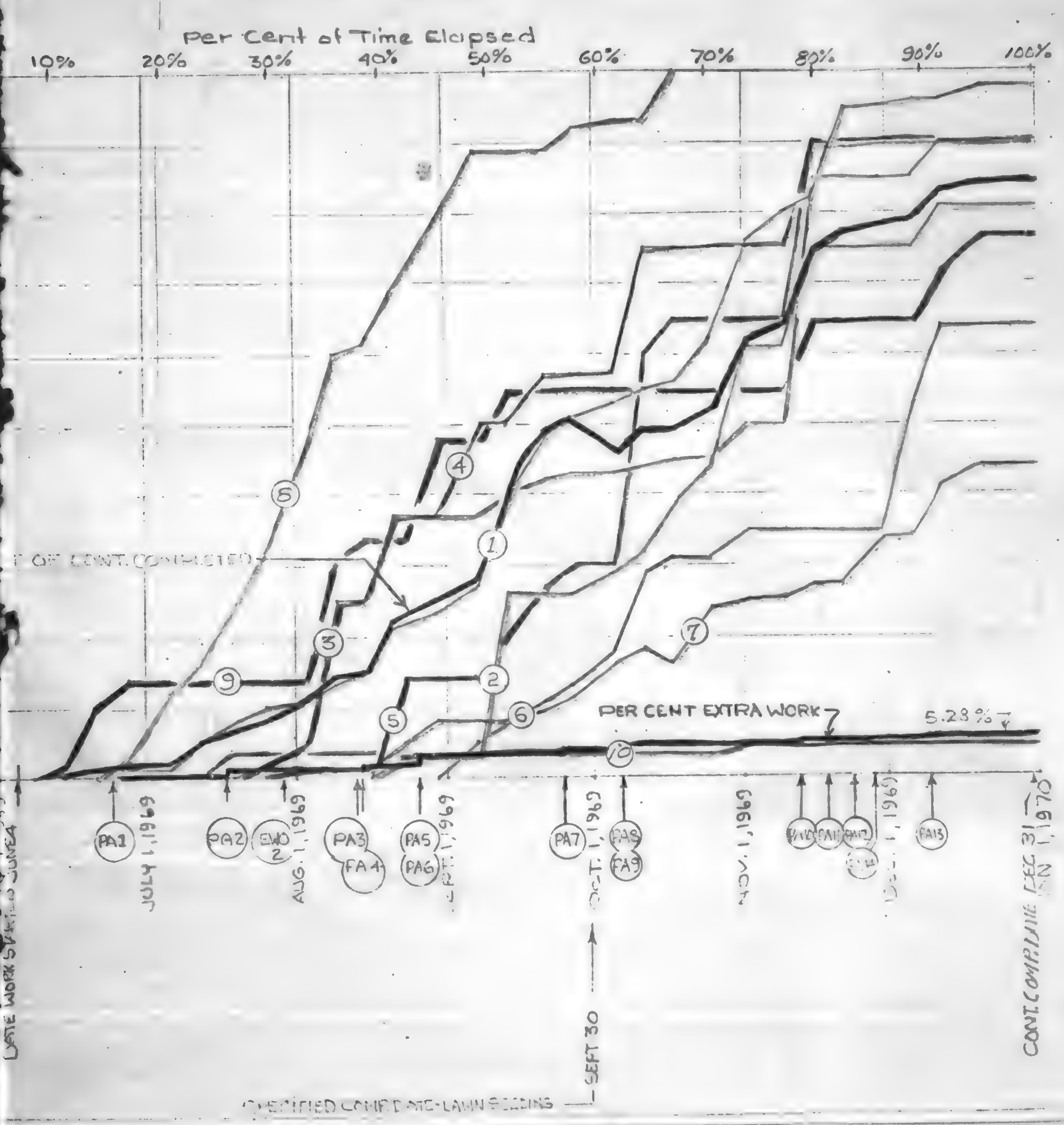
OAK GROVE SAFETY REST AREA
Pacific Highway
Linn County
Contract No. 7272
M.R. Holst and Hellsgate
Logging & Contracting

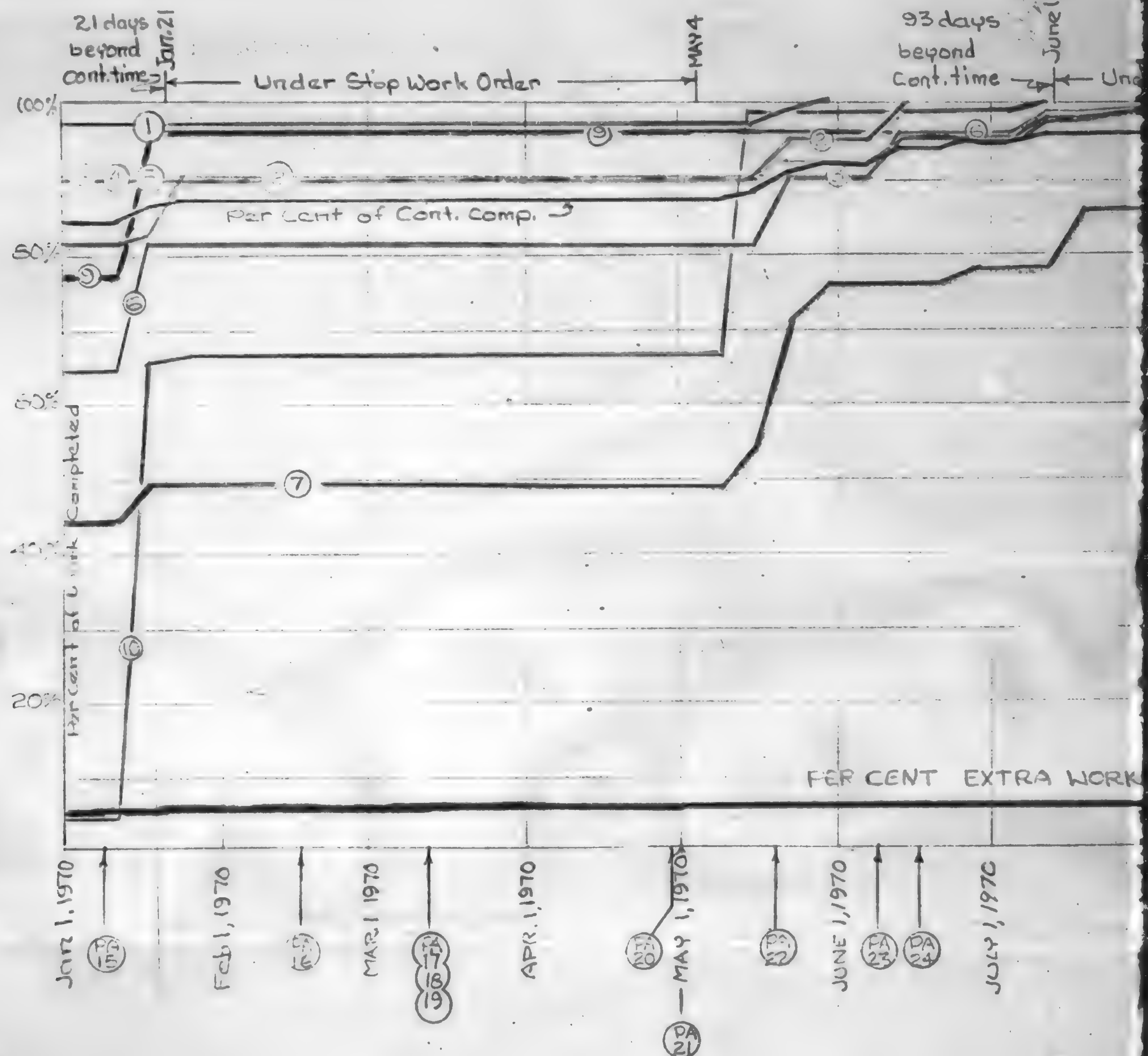
WORK PROGRESS GRAPH



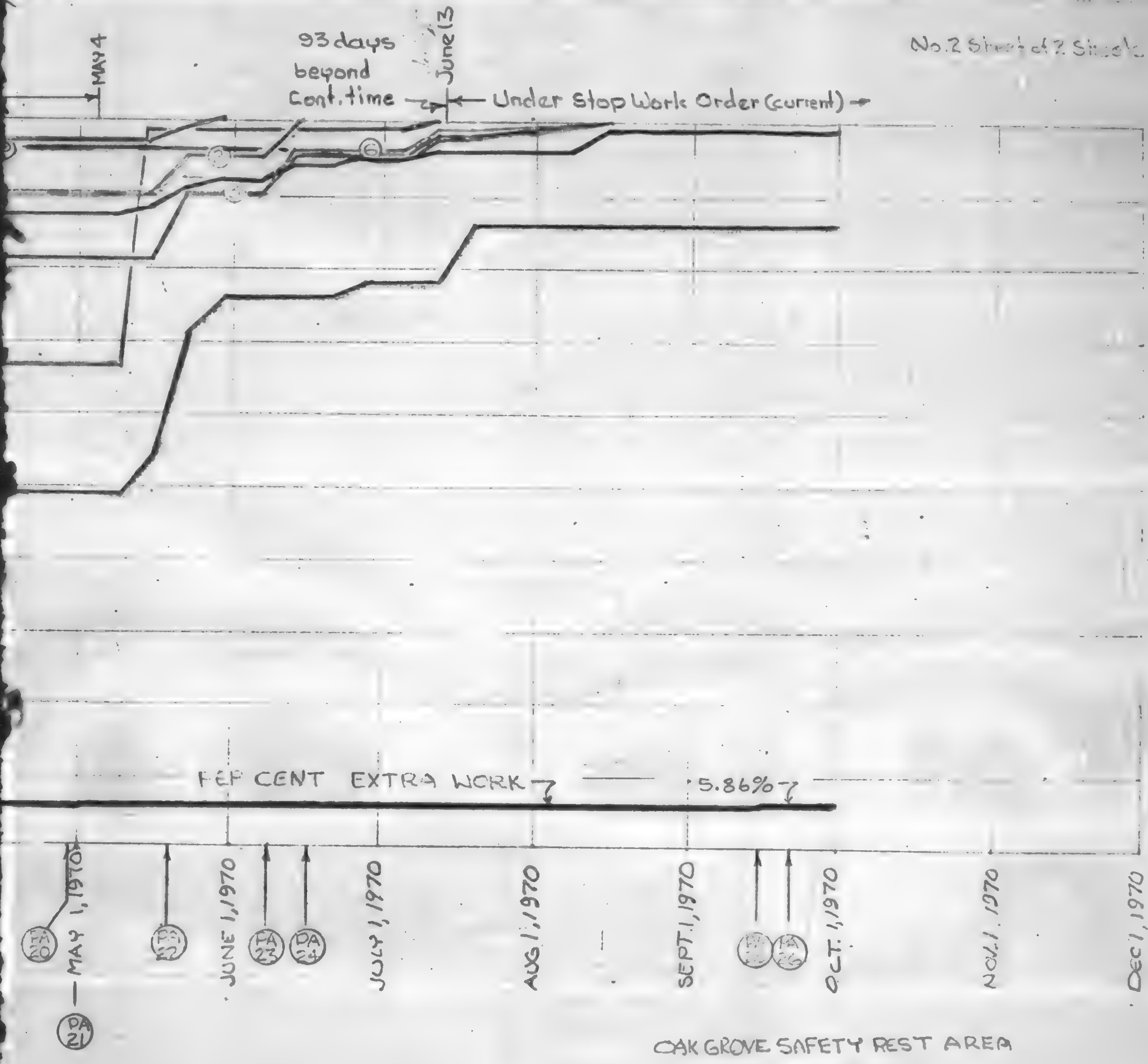
WORK ITEMS
① Site Development
② Electrical & Illumination
③ Toilet Buildings
④ Information Buildings
⑤ Pump House & Storage Buildings
⑥ Picnic Shelters and Tables
⑦ Lawn Const., Planting & Irrigation
⑧ Sewage System
⑨ Water Supply System
⑩ [illegible]

No.1 Sheet of 2 Sheets




21 days beyond cont. time
Jan. 21
Under Stop Work Order
MAY 4
93 days beyond cont. time
June 13
Und
100%
80%
60%
40%
20%
Per Cent of Work Completed
Per Cent of Cont. Comp.
PER CENT EXTRA WORK
①
③
⑤
⑥
⑦
⑧
⑨
⑩
Jan 1, 1970
Feb 1, 1970
MAR 1 1970
APR. 1, 1970
MAY 1, 1970
JUNE 1, 1970
JULY 1, 1970
PA 15
PA 16
PA 17 18 19
PA 20
PA 21
PA 22
PA 23
PA 24

No. 2 Sheet of 2 Sheets



OAK GROVE SAFETY REST AREA
Pacific Highway
Linn County
Cont. No. 7272
Work Progress Graph

M. R. Holst Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

September 18, 1970

James E. Chaney, Resident Engineer
Oregon State Highway Department
2191 East 15th
Eugene, Oregon 97403

Reference: Contract No. 7272
Oak Grove Safety Rest Area

Dear Mr. Chaney:

We request your consideration for a time extension of 105 days based on the following: Notwithstanding the numerous change orders affecting progress of the work, the major reason for requesting an extension of time are based on Change Order #7.

The Price agreement No. 7 dated September 15, 1969 increased the irrigation system by more than 30%. We began the work involved in the change order immediately. However, the change was quite extensive and the fall weather was so wet we were not able to complete the irrigation system until the spring of 1970. Due to the fact that we could not plant the lawn until the sprinkler system was completed it was impossible to have the lawn and shrubs planted until late in the spring of this year.

At this time we were prepared to complete our replanting of shrubs. However, the spring planting season had elapsed and we were forced to request a stop work order until the fall planting season. We are presently prepared and waiting for the proper weather to complete this replanting.

For these reasons we respectfully request an extension of 105 days which would include 12 days to complete the replanting of shrubs.

We would greatly appreciate your consideration of this matter.

Respectfully Yours,

M. R. Holst

M. R. Holst.

RECEIVED
SEP 21 1970
JAMES E. CHANEY
Resident Engineer

RECEIVED
FEB 12 1971
FOR FILING

I-5-4(66) 206
7272

February 11, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
February 16, 1971 meeting

Gentlemen:

M. R. Holst Construction and Hellegate Contracting and Logging Company, joint contractors on the Oak Grove Safety Rest Area, Contract No. 7272, in Linn County, have requested a 105-day extension of the contract time. This project covered expansion of both the northbound and southbound units of this rest area on I-5. The project included additional buildings and the related additions to the water and sewer systems and additional roadway and site development work. The project had a specified completion date of December 31, 1969.

In September of 1969, a Price Agreement was negotiated to substantially increase the area of development of this project. This increased the lawn construction and the related irrigation system by about 40 percent. The enlarged lawn areas were not completed within the 1969 fall planting season. As a result, the project was placed under a stop work order from January 22, 1970 to May 4, 1970. The lawn was then completed along with some other elements of the project which was again placed under stop work order July 15, 1970, awaiting the fall planting season for shrub replacement and planting bed correction work. The project was completed December 11, 1970, with 105 days liquidated damages accrued at the rate of $150 per day in addition to the two ordered stop work periods.

Because of the delaying effect of the added lawn and irrigation system work, I recommend 83 days time extension in addition to 240 days of ordered stop work time. This would, in effect, establish a new completion date of November 19, 1970 and would leave 22 days liquidated damages in effect. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Kassey

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7272 Contractor M.R. Holst & Hellsgate Logging & Contracting

Highway Pacific

Section Oak Grove Safety Rest Area

Kind of Work Grading, Paving & Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to November 19, 1970 to recognize two ordered stop work periods totaling 240 days plus 83 days extension for added lawn and irrigation work by Price Agreements 6 and 7.

Recommended for Approval:

Division Engineer Coord.

for Construction Engineer or ... Engineer

Assistant State Highway Engineer

Contract No.	7272
Project designation	I-5-4(66)206 State-Federal
Date awarded	May 20, 1969
Work started	June 4, 1969
Per cent completed	100% 12-11-70 Date
Specified Completion	12-31-69
Actual Completion	12-11-70
No. of Added Workdays Requested	105

State Printing 27000

E-330 (Rev.)—6M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 18, 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 330 days, within which to complete our Contract No. 7272, without the assessment of liquidated damages. The said contract is described as follows:

Oak Grove Safety Rest Area

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Please refer to our letter dated September 18, 1970

Respectfully submitted,

M. R. Holst Construction & Hellsgate Contracting & Logging Co.
Contractor

By M. R. Holst

CONSENT OF SURETY

Date SEPTEMBER 18, 19 70

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
STANLEY P. DUYCK, Attorney-in-fact

(SEAL)

Stanley P. Duyck
STANLEY P. DUYCK, Resident Agent

RECEIVED
FEB 12 1971
FOR FILING

I 5-4(66) 206
7272

February 11, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7272, the Oak Grove Safety Rest Area expansion project in Lane County is anticipated. H. R. Holst and Hellgate Logging and Contracting of Oakridge are the joint contractors. This is a Federal-aid Interstate project for which the original authorization was $580,389.23. The present anticipated cost is $630,530.91, indicating an overrun of $50,141.68 or 8.6 percent.

The major reasons for this overrun are due to additional work added to the contract and the necessary engineering which this work caused. Some of the added Price Agreements involved major additions to the lawn area and sprinkling system, the drinking water system, and also higher type fencing to better separate the facility from adjacent private property.

This request will be presented to you at the February 16 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Kessey

JAB:DES:fw fn

FORM 2-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

A E JOHNSON

Salem, Oregon
February 9, 1971

SUBJECT: Overrun of Project Authorization
Oak Grove Safety Rest Area
Contract No. 7272
Pacific Highway

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for rest area expansion is under contract to M. R. Holst and Hellsgate Logging and Contracting of Oakridge. The original project authorization was $580,389.23. The present anticipated cost is $630,530.91, indicating an overrun of $50,141.68 or 8.64 percent.

The major reasons for this overrun are due to work added to the contract by Price Agreement. Some of these additions involved construction of Type 3-70 fence to prevent encroachment by rest area users on private property, extending lawn construction to cover the existing rest area, increasing irrigation system to cover extended lawn, installation of new pump to handle additional irrigation, water supply filtering system and construction of additional drainage. There were 26 Price Agreements added to this contract. This project overran the original specified time by 105 days, exclusive of stop work time. The additional work added to the contract was partially responsible for the overrun in time. The overrun in time plus all of the additional work caused a considerable increase in the amount of engineering required. Even though some of the changes involved were small, they necessitated the presence of an inspector. The engineering overrun has been discussed with you earlier.

It is recommended that the project authorization be increased by $50,141.68. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attach.
cc V. L. Gallagher

SP*52475-734

I-5-4(66)206

REPORT NO. 83

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Oak Grove Safety Rest Area	WEEK ENDING: January 16, 1971	SECTION PREFIX: 622-1033
HIGHWAY: Pacific	COUNTY: Linn	
NAME OF JOB: Oak Grove Safety Rest Area	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: M.R. Holst & Hellsgate Logging & Contracting	CONTRACT NUMBER: 7272	FEDERAL AID PROJECT NUMBER: I-5-4(66)206
DATE OF CONTRACT: May 20, 1969	DATE WORK STARTED: June 4, 1969	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 580,389.27	SPECIFIED COMPLETION DATE: December 31, 1969	PERCENT OF TIME ELAPSED: (330 days) 146.7%
EXCLUSIVE OF ENGINEERING: $ 534,367.19	ENGINEERING AUTHORIZATION: $ 46,022.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 525,331.82	THIS WEEK ENGINEERING COST TO DATE: $ 84,150.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.3%
ESTIMATED PERCENT UNDERRUN: 1.7 %	PERCENT OF AUTHORIZATION: 182.5 %	DATE PROJECT WAS COMPLETED: December 11, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	BIT. BASE	TOPSOIL	
100%	100%	100%	100%	100%	100%	100%	

	GRADING	SURFACING	BIT. BASE	TOPSOIL	PAVING
MILES IN PROJECT	0.60	0.60	0.60	0.60	0.60
MILES PARTIALLY COMPLETED	0.60	0.60	0.60	0.60	0.60
MILES COMPLETED	0.60	0.60	0.60	0.60	0.60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	28,800 CY	13,420 Ton	5,900 Ton	9,000 CY	7,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE	25,676 CY	13,721 Ton	5,619 Ton	10,643 CY	6,451 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,676 CY	13,721 Ton	5,619 Ton	10,643 CY	6,451 Ton
AVERAGE DAILY QUANTITIES	0 CY	0 Ton	0 Ton	0 CY	0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton	0 Ton	0 CY	0 Ton
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (WORK ITEMS

WORK ITEM NO.	1	2	3	4	5	6	7	8	9	10
PERCENT	100	100	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Snow			
TUESDAY	Snow			
WEDNESDAY	Snow			
THURSDAY	Rain			
FRIDAY	Rain & Windy			
SATURDAY				BEN GIFFORD

1. Site Development
2. Electrical & Illumination
3. Toilet Building
4. Information Building
5. Pump Ho. & Storage Bldg
6. Picnic Shelter w/Tables
7. Lawn Const, Planting, & Irrigation System
8. Sewage System
9. Water Supply System
10. Signing

Routing
Johnson
Decker
Bond
Bochiner
Johnsen

RECEIVED
JAN 18 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1-10-71 SUNDAY	No Activity
1-11-71 MONDAY	Work on Semi-Final
1-12-71 TUESDAY	Shipped Semi-Final to the Regional office via automobile.
1-13-71 WEDNESDAY	
1-41-71 THURSDAY	
1-15-71 FRIDAY	
1-16-71 SATURDAY	

REMARKS

Submitted Semi-Final to regional Office on Tuesday, January 12, 1971.

Prearing Order for State Force Work on the covers for the irrigation pump priming tanks.

SIGNED James E. Chaney LOCATION Eugene
James E. Chaney, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F210

RECEIVED
DEC 23 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

I-5-4(66)206
7272

NOTED
TOM EDWARDS

December 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7272
Prefix 622-1023
FAP I-5-4(66)206

Dear Sir:

All work under Contract No. 7272, Oak Grove Safety Rest Area Section of the Pacific Highway in Linn County, was completed on December 11, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. JOHNSON

By

F. D. Morgan
Construction Engineer

RECEIVED
DEC 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-21-70

Conditions noted on above date:

Project satisfactorily completed and inspected 12-15-70

G K. Hoover
for R. E. Simpson
Division Engineer

cy to Morgan
12-23-70

PVR:bk

VG:fw
cc: R. L. Porter
F. D. Morgan

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Eugene, Oregon
September 25, 1970

RE: Oak Grove Safety Rest Area
Contract No: 7272

RECEIVED
SEP 28 1970
DESIGN
SECTION

1 Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin
[illegible]

Scott
Sorenson
2 R. Olson RCO
Treut
Do Not File ☐
Keep ☐
Return To
Other

M.R. Holst & Hellsgate Logging
& Contracting
P.O. Box 692
Oakridge, Oregon 97463

Dear Mr. Holst:

On September 23, 1970, Mr. Roy Olson, Landscape Engineer, and I reviewed the planting on the subject project. Following is a list of plant material necessary to replace non-specification or dead plants:

COMMON NAME OF PLANT	NUMBER TO BE FURNISHED
European White Birch	15
Hairy Manzanita	29
Warty Barberry, 10-12 inch	4
Warty Barberry, 12-15 inch	23
Warty Barberry, 15-18 inch	31
Pacific Wax Myrtle.	24
Eros Azalea	3
Japanese Rose.	125

The non-specification or dead plant material to be replanted is marked with red plastic ribbon.

All replacement plant material must meet the requirements of the contract or/and as provided under approved price agreements.

All existing trees and replacement trees must be staked and tied with approved material as provided under the specifications.

We did not determine the number of ground cover plants necessary to perform replacement planting. It will be encumbant upon the contractor to make this determination.

When replanting the Warty Barberry and the Hairy Manzanita you should till into the soil a liberal quantity of mushroom compost. As near as can be determined, approximately 5 cubic yards of mushroom compost will be adequate to cover the areas to be replanted.

If you have any questions regarding the replanting requirements, you may contact this office for more information.

Very truly yours,

James E. Chaney

James E. Chaney
Resident Engineer

cc: Wade Harrison
Construction Office
Regional Office
Design Office
Art VanLeuween
Ellis Jones
file

Form E-272 (Rev. 10-66)

I-5-4(66)366
7272

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Oak Grove Safety Rest Area Date September 15, 1970

Highway Pacific Contract No. 7272

County Linn Kind of Work Contractor M.R. Holst & Hellsgate Logging & Contracting

	Authorized	Estimated
Contract Amount	$509,756.15	[redacted]
Anticipated Items	1,600.00	1,478.00
Contingency (4½%)	23,011.03	26,237.49
Engineering	46,022.03	82,000.00
Credits	0.00	0.00
PROJECT COST	$580,389.23	[redacted]

NET INCREASE $ [redacted] [redacted]

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 2-16-71

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) 3-Embankment in Place	$43,200.00	$-4,685.85
(C) 6-Furnish & Place Topsoil	18,000.00	+3,311.00
(C) 8-3/4"-0 Material in Base	2,990.00	+1,131.46
(C)10-Bituminous Base Mixture	34,810.00	-1,656.07
(C)11-Asphalt in Bituminous Mixture	10,800.00	+1,162.80
(C)15-Class "B" A.C. Mixture	47,880.00	-7,236.37
(C)16-Asphalt Cement in Mixture	16,800.00	-1,013.20
(C)30-Reinforced Concrete Walks	5,840.00	+1,281.15
(C)52-Furn. & Plant Bdlf. Evergreen Shrubs	4,850.00	-1,115.50
(C)58-3/4-inch Water Pipe	2,475.00	+2,081.63
(C)77-Pop-up Rotary Sprinkler Heads, Part Circle	3,690.00	+3,075.00
(U)PA 1-Aditional Rebar in Reservior	538.24	+538.24
(U)PA 2-Picnic Tables w/Shelters	2,900.00	+2,900.00

SEE BACK OF SHEET

Principal reasons for overruns (Continue on reverse side): Contruction of Type 3-70 Fence along R/W on both the Northbound and Southbound Areas; Extending lawn construction to include existing rest area; Increase irrigation system to cover extended lawn; Install new pump in Northbound well.

SEE BACK OF SHEET

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by James E. Chaney
James E. Chaney
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

MAJOR OVERRUNS AND UNDERRUNS

	EXPECTED AMOUNT	NET CHANGE
(U)PA 3-6-inch Drains	$ 90.00	$ +90.00
(U)PA 4."A"-Extra for Clearing	200.00	+200.00
(U)PA 6."A"-Lawn Construction	4,662.00	+4,662.00
(U)PA 7."A-E"-Irrigation System	1,203.10	+1,203.10
(U)PA 8."A-B"-Revise S.B. Sewage Disposal Field	369.00	+369.00
(U)PA 9."A"-Adjust Distribution Boxes	200.00	+200.00
(U)PA 10."A-E"-Install Pump and Valves & Magnetic Starters	1,596.46	+1,596.46
(U)PA 11."Complete Roofing of Existing Buildings	300.00	+300.00
(U)PA 12. DELETED		
(U)PA 13."A-C"-Type 3-70 Fence	5,775.00	+5,775.00
(U)PA 14-Establish Price for Bulk Portland Cement		
(U)PA 15-Construct Concrete Encasement for Illumination Poles	250.00	+250.00
(U)PA 16-Specification Change		
(U)PA 17-Specification Change		
(U)PA 18-Revise Domestic Water System	205.94	+205.94
(U)PA 19-Silicone Sealer for Planter Boxes & Fountains	105.00	+105.00
(U)PA 20."A"-Furnishing & Planting White Birch Trees	319.20	+319.20
(U)PA 21."A"-Construct "V" Bottom Ditch	1,412.00	+1,412.00
(U)PA 22."A-D"-10-inch Catch Inlet & Adjust Manhole & Lamphole	379.00	+379.00
(U)PA 23."A-B"-Type 3-70 Fence and Gate	260.00	+260.00
(U)PA 24."A-C"-Furnishing and Planting Warty Barberry	675.00	+675.00
(U)PA 25-Water Conditioning System	1,185.00	+1,185.00
(A)EWO 1-Flagging	1,000.00	0.00
(U)EWO 2-Move Existing Illum. Poles to Temporary Location	1,099.10	+1,099.10
(A)SFO 1-Install Primary Power System, Consumer Power Inc.	478.00	478.00
(U)SFO 2-Permanent Striping, parking stripe and traffic markers	912.00	+912.00

PRINCIPAL REASONS OVERRUNS: (cont.)

Filtering Southbound water supply system; Construct drainage ditch at the entrance of to Northbound Rest Area; The principal reason for overrunning the original authorization is due to the increased engineering cost resulting from extended time to complete the contract.

FORM 2-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 10~~
Eugene, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 27, 1970

RE: Oak Grove Safety Rest Area
Pacific Highway
Linn County
Contract No: 7272

M. R. Holst and Hellsgate Logging
and Contracting
P.O. Box 692
Oakridge, Oregon 97463

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
JUL 27 1970
DESIGN
DIVISION
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

Atten: Mr. Holst

Dear Sir:

Pursuant to your letter, dated July 14, 1970, wherein you suggested that several trees and shrubs have been lost due to wet and sour soil, and subsequent to my reply, dated July 17, 1970, an investigation of the areas mentioned in the complaint was made on July 21, 1970. Mr. H. L. Spooner of the Highway Department Landscape Section assisted in the investigation.

Listed as follows are the results of the investigation:

I, Shrubbery beds enclosed by header boards:

1. Heavy clay subsoil within the top 12 inches of the planting area. The subsoil was probably brought up during the installation of the irrigation system.
2. Waste material from the construction of concrete surfacings. Much of the cement-gravel material may have resulted from the construction of the exposed aggregate walks.
3. Inadequate quantity of mushroom compost applied to soil as required by contract.
4. Mushroom compost not properly blended into top 6-inches of soil as required by contract.
5. Overwatering.

Note: Notwithstanding the fact that you claim that plants in the above areas are being lost to wet soil, on my inspection trip in the morning of July 22, 1970, I found the planter bed had again been heavily watered. Although the lawn area sprinklers were operating, I did not find a contractor representative on the project so that I could learn why the planter beds were wet down.

I talked to the maintenance man on the project, whose duty is to care for the rest rooms, and he advised that the planter beds had been wet down for such a long period of time that the water was standing above the surface in several areas. In the afternoon, Mr. Claude Nousen advised our inspector that the shrubbery and bubbler heads had inadvertently been allowed to run for about twenty minutes. The planter bed areas connected to the automatic sprinkler system should be set for a shorter period of time or set at zero until such time the planter areas need watering.

It is evident from quick, early loss of Barberry shrubs in the planter beds, that the cause was due to shock from transplanting since these plants were set out in the late spring during hot weather.

Many of the plants are recovering from the shock, however, some will not.

It is the opinion of the resident engineer that loss of the plants was caused from improper handling and care of the plant material within the shrubbery bed areas.

II, Southbound Median Area (Between Rest Area Parking and the Freeway)

This location includes an area approximately 50-feet long and 30-feet wide. We did discuss this area earlier, however, the wax myrtle and roses had already been staked and planted. You were previously advised not to replace any plants that died from drowning.

Proper drainage of this area is precluded by the close proximity of the subsurface drainage system to the ground surface.

The specification plants located in this area that died from drowning will be considered in the final measurement and payment.

III, Northbound Median Area (Between Rest Area Parking and the Freeway)

This area includes a narrow strip located in a ditch that was provided to drain the entire area. Bark mulch material placed in the ditch prevented this area from draining properly. As a result from poor drainage, several plants died from drowning. In any event, those plants that were located in the ditch area would have drowned anyway and should not have been planted. You were, however, requested previously not to replace plants that had died from drowning.

The bark mulch material should be removed from the ditch area so as to provide proper drainage.

In the absence of specific instructions regarding the placement of bark mulch and the location of plants in the ditch area, those specification plants that died from drowning will be considered in the final remeasure and payment.

Very truly yours,

James E. Chaney

James E. Chaney
Resident Engineer

cc: Mr. Wade Harrison
Mr. Art VanLeuween
Construction Office
Division Office
Design, Landscape
Mr. Ellis H. Jones
file

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Eugene, Oregon
July 20, 1970

RE: Oak Grove Safety Rest Area
Pacific Highway
Linn County
Contract No; 7272

M.R. Holst & Hellsgate
Logging & Contracting
P.O. Box 694
Oakridge, Oregon

Atten: Mr. Holst

Dear Sir:

Pursuant to my conversation with you on Monday and Tuesday, July 13 and July 14, 1970, and subject to the provision of Section 752-1.3 of the "Standard Specifications", the planting of vines, shrubs and trees was suspended due to unsuitable weather and to conditions unfavorable to the recovery from shock of replanting.

The suspension of the planting of vines, shrubs and trees is not to be construed to effect any other phase of work covered under the contract. The lawn construction establishment work, which was started on July 11, 1970, and other contract work conducive to the general well being of the traveling public should be pursued vigorously to completion.

The contractor will be notified in writing when the planting work may resumed.

Very truly yours,

James E. Chaney
James E. Chaney
Resident Engineer

cc: Mr. Wade Harrison
Mr. Art VanLeuween
Construction Office
Division Ofice
Design, Landscape
Mr. Ellis H. Jones
file

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
JUL 2 1970
DESIGN
DIVISION
Trout T
Wills
Hackleman
Scott
R. Olson Copy
Carstensen

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

XXXXXXXX
Eugene, Oregon
July 17, 1970

Subject: Oak Grove Safety Rest Area
Pacific Highway
Linn County
Contract No: 7272

M.R. Holst & Hellsgate
Logging & Contracting
P.O. Box 692
Oakridge, Oregon 97463

Atten: Mr. Holst

Dear Sir:

I am in receipt of your letter dated July 14, 1970 wherein you suggested that several trees and shrubs have been lost due to wet and sour soil.

By a copy of this letter I am requesting the Landscape Division to assist my investigation of your complaint.

You will be advised of the findings when the investigation is completed.

Yours truly,

James E. Chaney
James E. Chaney
Resident Engineer

cc: Mr. Wade Harrison
Construction Office
Division Office
Design Office
Mr. Ellis Jones
file
encl.

Routing
1 Barbee
2 Hall #1 B
A. Olson
Sample
Terpin
Swenson

RECEIVED
JUL 20 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson Copy
Carstensen

M. R. Holst Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

July 14, 1970

James E. Chaney,
Resident Engineer.
Oregon State Highway Depart
2193 East 15th Street
Eugene, Oregon

Subject: Oak Grove Safety Rest Area
Contract # 7272
Linn County, Oregon

Dear Sir:

There is a wet and sour clay condition at Oak Grove. This is causing the loss of trees and shrubs in the following locations: Planter areas on the North and South Bound Lanes on both sides of the restrooms.

Barberry loss is and will be very heavy. Planter areas on the North Bound Lane is definately showing sour ground conditions.

These areas were discussed by myself and Mr. McDaniels (shrub supplier). Also, the inspector prior to planting.

The center strip area on the North end of the South bound lane just opposite the new rest rooms is showing considerable problem due to the wet clay soil.

The twees planted this spring and last fall are already gone. This condition of the soil was called to the inspectors attention prior to planting.

The center strip on the North Bound Lane is wet and sour. Seven Wax Myrtle have been replaced. Many more Shrubs show a distressed condition because of the excessive sub-moisture.

Yours very truly,

M R Holst

M. R. Holst.

cc: [illegible] Van Leuween

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
E. Olson
Carstensen

JUL 20 1970
DESIGN
DIVISION

RECEIVED
JUL 17 1970
JAMES E. CHANEY
Resident Engineer

RECEIVED
MAR 2 - 1970
FOR FILING

I-5-4(66)206
7272

Salem, Oregon
February 26, 1970

Mr. C. T. Keasey
Division Engineer
State Highway Division
Roseburg, Oregon

I have your report, together with one from Jim Chaney, concerning the engineering charges on the Oak Grove Safety Rest Area.

There is considerable meat in Chaney's report; however, there appears also to be some indication that the manpower could have been held down. I note by the weekly report that the project is 86 percent complete and that the engineering is 30 percent overrun at this time. I would ask that you exert all possible effort to hold the overrun to a minimum.

7270

I also have before me a weekly report on the Creswell and Hawley Road Interchanges which indicates the project is 91 percent complete and the engineering overrun is 73.5 percent. I would ask that you also investigate this job and give me a complete report on the necessity of the excess engineering charges.

I ask further that hereafter you give these projects the necessary attention to the end that the engineering and inspection charges are reasonable.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
V. E. Skoog (enc.)

FORM 8-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 13, 1970

SUBJECT: Explanation of Payrolls
Oak Grove Safety Rest Area
Prefix: 622-1033

To: Mr. C.T. Keasey
Division Engineer
ROSEBURG

ATTEN: Mr. F.D. Morrison
Division Office Engineer

Pursuant to your letter dated February 4, 1970 concerning the subject matter, I submit the following:

The following report covers payrolls of my office and Ellis Jones' office for the period from July 1969 through December 1969.

Mr. Jones' payrolls cover supervision and inspection on buildings, concrete work, irrigation system, signing and illumination. One inspector appearing on my payroll was working under Mr. Jones' supervision on the inspection of the above mentioned items.

My payrolls cover supervision and inspection on the roadwork, area development and planting. All the survey work was performed by personnel appearing on my payrolls. About 75 percent of the office work was performed by my office.

When Mr. Jones' and my payrolls are combined they indicate an average of 6.25 men on the project for the six month period. The 6.25 men can be broke down as follows: Supervision-1 man, Office-1 man, Survey-1.25 men, and Inspection-3 men. The number of men on the project for the six month period varied from four to nine. The records indicate, for the six month period, that there was one hour of overtime worked for each 13.5 hours of regular time.

This project was contracted under a joint venture between M.R. Holst and Hellsgate Logging and Contracting. Hellsgate Logging and Contracting was to perform the earthwork, drainage, area development and topsoil. Both, M.R. Holst and Hellsgate Logging and Contracting employed small forces and often worked Saturdays, Sundays and Holidays, which led to an unusual high rate of overtime hours by the State's inspection force. The contractor started work on June 4, 1969, however, by July 5, 1969 the records indicate, for the one month period, that only two percent of the contract had been completed, while about 20 percent of the alloted engineering had been expended on the preliminary staking and inspection.

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Assign .... For ....
Reply .... Action ....

During the Month of July 1969 there was an average of five men on the project for this period.

The contractor was performing clearing, roadwork, drainage, area development, constructing sewer and water supply systems and started toilet building construction.

Two inspectors were utilized to document this work.

The supervision was less than full time for one man.

The survey crew averaged less than two men for this period.

This month was peak for office help and averaged slightly more than one man to compute grades and layout for roadway and area development.

During the Month of August 1969 there was an average of seven men on the project.

The contractor was performing earthwork, drainage, surfacing, area development, constructing toilet buildings, information shelters, started work on the pumphouse and storage building, started work on the irrigation system and continued work on the sewer and water supply system. Also, during this period, stone base material was being produced at Harrisburg at the same time paving aggregates were being produced at Eugene. Progress of work by the contractor was slow for all phases of the work.

The inspection force to document compliance with the specifications for this period required three men. Besides the two men normally used on the project at all times, one man was required to observe the production of aggregates at Harrisburg and Eugene and to weigh stone material being delivered to the project. Note, that on a normal operation, one additional man would be required to keep records of materials placed and to issue material receipts, however, since progress of the work was comparatively slow, the Street Inspector was requested to perform this work in addition to his regular duties.

The average for the survey crew for this period was 2.5 men. The crew was utilized chiefly for the purpose to set subgrade and base rock grades. Normally a larger crew would have been utilized to expedite the grade setting between courses, however, since this project was remote from other activity, the crew was held to a minimum so as to reduce travel time between projects.during working hours. This manipulation of personnel did not always go without some criticism from the contractor.

Supervision and office force required one man each.

During the Month of September 1969 there was an average of nine men on the project for this period.

The contractor was performing grading, surfacing, paving, hauling topsoil, installing electrical equipment, constructing buildings and installing sewer disposal fields

The average number of inspectors for this period was five.

In addition to the two regular inspectors, a plant man and weigher was needed for the production and haul of aggregates and paving mixtures to the project. Since the regular inspector was confined to the placing of aggregates and pavement, one additional man was utilized to check the placement and to issue material receipts for topsoil.

The survey crew was limited to two men this month for the purpose to stake grade and layout.

Supervision and office was limited to one man each.

During the Month of October 1969 the average force on the project was six men.

The contractor was placing stone base, laying pavement, placing topsoil, installing illumination, constructing building, erecting picnic shelters and tables and installing irrigation system.

Three inspectors were utilized during this period to document materials and worksmanship. In addition to the two regular inspectors who's duties are to observe the project activity, one man was used to inspect asphaltic mixture at the plant site, weigh material and determine quantities of topsoil moved to the project.

Therewas an average of one man on the survey work for the monthly period.

Supervision and office force was limited to one man each.

During the Month of November 1969 the average force on the project was six men.

The contractor was performing grading work outside the roadbed section, placing topsoil, paving, constructing buildings, installing irrigation facilities and installing the water supply system.

Three inspectors were utilized during this period to document materials and worksmanship. In addition to the two regular inspectors on the jobsite, one man was used as a plant inspector on asphaltic mixtures and to weigh and check quantities of materials incorporated into the project.

The average survey crew was limited to one man for this period for the purpose to set grades and to check layout in the rest area.

Supervision and the office force was limited to one maneach.

During the Month of December 1969 the average force on the project was limited to four men.

The contractorwas planting trees, preparing shrub beds, installing building fixtures, constructing picnic shelters and tables and installing water supply system .

Only the two regular inspectors were on the project during this period.

The remaining two men on the project for this period was divided between supervision, office and survey work.

James E. Chaney
Resident Engineer

cc: file

RECEIVED
FEB 4 - 1970

FOR FILING

I-5-4(66)206
7272

Salem, Oregon
February 3, 1970

Mr. C. T. Keasey
Division III Engineer

I attach copies of payrolls of Ellis Jones and James Chaney for the Oak Grove Rest Area.

A rough analysis of the payrolls indicates an average of seven men on this job throughout the period of July through December 1969. The engineering is now 25 percent overspent with the job only 84 percent complete.

Would you please give me an analysis of the necessity of this amount of manpower on this project.

Tom Edwards
Assistant State Highway Engineer

Att.

TE:ap

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
V/ E. Skoog

Form 3-147—10M

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

State Printing

		Jul			Aug			
		Men	Hours	Amt.	Men	Hours	Amt.	Men
	Bridge Crew	1	32	218.88	1	28	191.52	1
Oak Grove	(090)	1	148	685.24	1	128	592.64	1
	All		22	145.95		11	76.45	
622-1033-900	Ellis Jones Crew	1	8	42.80		19.5	135.53	
		1	52	208.00	1	44	176.00	1
	Crew Totals:	4	262	1300.87	3	230.5	1172.14	3
	Construction Crew (080)	1	104	711.36	1	120	[illegible]	1
		1	96	365.76	1	72	302.40	1
			16	91.52		12	75.60	
		1	104	481.25	1	144	548.64	
			16	111.20	1	152	703.76	1
		1	160	740.80		5.5	38.23	
			39	271.05	1	125	[illegible]	1
		1	152	670.32	1	160	740.08	
			18.5	122.47		10	69.50	
		1	80	206.40		16	111.20	1
			16	61.92	1	124	472.44	
						5	28.60	1
					1	112	288.96	
								1
								1
								1
	Crew Totals:	6	801.5	3834.05	8	1057.5	4700.21	9
Page	Totals:	10	1063.5	5134.92	11	1288	5872.35	12

SHEET .... OF .... SHEETS

	Sept			Oct			Nov			Dec			
d.	Men	Hours	Amt.	Men	Hours	Amt.	Men	Hours	Amt.	Men	Hours	Amt	
52	1	✓40	✓273.60	1	✓48	✓328.82	1	✓56	✓246.24	1	✓44	✓300.96	
24	1	✓120	✓555.60	1	✓24	✓296.32	1	✓112	✓518.56	1	✓164	✓759.82	
45		✓23	✓159.85	1	✓8	✓27.68		✓8	✓55.60	1	✓20	✓109.00	
53		✓27	✓187.65				1	✓4	✓21.40	1	✓44	✓167.64	
00	1	✓32	✓128.00					✓8	✓64.24				
							1	✓56	✓213.36				
24	3	242	1304.70	3	120	652.32	4	224	1119.40	4	272	1334.92	1350½ hrs $6884.35

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57585 to date
46022
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6
1845
⑦

	1	168	1149.12	1	120	820.80	1	112	766.08	1	96	656.64	
40	1	168	705.60	1	152	638.40	1	80	336.00		8	54.72	
.60		25.5	160.65		16.5	103.95		37.5	236.25	1	104	436.80	
.64		68.5	431.55		16	100.80		29.5	185.85		8	33.60	
3.76	1	164	624.84	1	132	611.16	1	80	304.80	1	12	45.72	
.23		10	57.20	1	168	777.84		1.5	8.58		8	30.48	
0.00	1	168	777.84		12.5	86.88	1	68	314.84	1	12	55.56	
0.08		6	41.70		6.5	45.18		13.5	93.83		8	37.04	
9.50		39	271.06	1	80	320.00		7.5	52.13	1	28	129.64	
.20	1	128	592.64		1.5	9.00	1	120	555.60	1	4	16.80	
2.44		8.5	59.08	1	132	611.16		5.5	38.23		8	33.60	
8.60	1	148	592.00	1	108	411.48		2.5	17.38	1	12	55.56	
.96		12.5	75.00				1	81	324.00		8	37.04	
		36.5	219.00					25	150.00	1	44	167.64	
	1	168	777.84					15.5	93.00		8	30.48	
		14	97.30				1	76	351.88				
	1	121	461.01				1	76	289.56				
		11	62.92										
	1	15	435.60										
		12.5	68.13										
0.21	9	1492	7660.07	7	945	4536.65	8	831	4118.01	8	368	1821.32	5495 hrs $26,670.31
72.30	12	1734	8964.77	10	1065	5188.97	12	1055	5237.41	12	640	3156.24	6845½ hrs $33,554.66

RECEIVED
JAN 16 1970
FOR FILING

I-5-4(66)206
7272

Salem, Oregon
January 15, 1970

Mr. Ivan Merchant
Bridge Engineer

I have a copy of the engineering crew assignments to two jobs -- the North Fork of the Coquille and the Oak Grove Safety Rest Area -- as attached. The engineering on both of these are extremely high.

Please secure for me copies of the payrolls for the past six months on these jobs.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper (enc.)
R. L. Porter
Victor D. Wolfe

Engineering Personnel - Contract 7215 - N. Fork Coquille River

Prime Resident, Bobby Johnson

Bridge is under supervision of Eugene H. Ash

Crew -
D. W. Kirby
B. M. Ray
D. G. Hutcheson
V. C. Nieswanger

Construction Dept. Information -
William Gaddis
Carl Barner
Howard Hamilton
Robert McCarthy
Douglas Patzer
Donald Petersen
Dennis Billings
Kenneth Coder
Thomas Penner
Rock Pope
David Goodwin
Rodney Hanley
John Mickelson
John Stuckey

Engineering Personnel - Contract 7272 - Oak Grove Safety Rest Area

Prime Resident, James E. Chaney

Structure work - Ellis Jones

Crew -
Benjamin L. Purkey
John Christopherson
Roger F. Johnson
Fred W. Lueht III
Raymond A. Davis, Jr.

Construction Dept. Information -
James Nelson
Donald Sheter
Ralph Brutscher
Terrence Pearson
Cecil Rhodes
Loren Lynch
Richard Steyskal

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NOV 25 1969
FORM E-90-I (12-67)
FOR FILING

I-5-4(66)206
7272

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 21, 1969

SUBJECT: Oak Grove Safety Rest Area
Contract No. 7272
Boundary Fencing

To:

Mr. C. T. Keasey
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

NOTED
F. B. KLABOE

The Bureau of Public Roads has considered Mr. Klaboe's November 19 letter to R. E. Simpson and we have had further conversations with the BPR representatives.

They have now given us tentative approval for participation in a new fence. This is described on the attached half-slip. You will note BPR recommended that the top strands of the fence be barbed wire. This may change the price quoted by the contractor slightly.

Please proceed with a Price Agreement and have the contractor get started. It would also be well to contact the adjacent property owner, Mr. David C. Malpass, and advise him of this decision.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc F. B. Klaboe

NOTE TO MR. KLABOE: There will be no further answer from the BPR to your November 19 letter.

JB

RECEIVED
NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1969

FOR FILING

I-5-4(66)206
7272

November 19, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oak Grove Safety Rest Area, Pacific Highway
Contract No. 7272, Project No. I-5-4(66)206

We have had complaints in the past concerning trespass onto adjacent private property from violations of the right-of-way fence in this rest area. People using the rest area have crossed the fence on occasion to hunt or to let their dogs roam. In some instances, the property owner's livestock has been harassed. This matter was called to the attention of the Area Engineer in August 1969 with the suggestion that the existing Type 2 fence should be replaced under this project with Type 3-70 (V-mesh nonclimbable) to prohibit this trespass. The response at that time was that such work would have to be nonparticipating since the fence was placed on a previous Interstate project (I-5-4[19]204).

We have now received a letter from the property owner requesting that we consider replacing the existing fence with a "climbproof fence" to discourage people from climbing the fence or allowing their dogs to run in the field. The property owner has raised a new point concerning this matter which we believe merits our reconsideration. When the original rest area was constructed, the right-of-way was fenced and, because the rest area was relatively small, there was a buffer of undeveloped property between the rest area facilities and the right-of-way fence. Our present construction has expanded the rest area facilities to the limits of the right-of-way; consequently, there is no buffer zone and the conditions have changed.

We believe that the situation which will exist upon completion of the current rest area expansion is entirely different from the original facility and is a valid reason to upgrade the fence. We propose to remove the existing fence and construct the

Mr. R. E. Simpson
Page two
November 19, 1969

Type 3-70 fence. Attached is a sketch map showing the boundaries of the rest area which indicate that this involves some 234 rods of fence. The estimated cost of the new fence is $8,190. An actual unit cost would still have to be negotiated with our contractor.

Your concurrence and participation in the cost of this work is requested. This project has a specified completion date of December 31, 1969, and to prevent an unnecessary overrun in time, your early reply is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

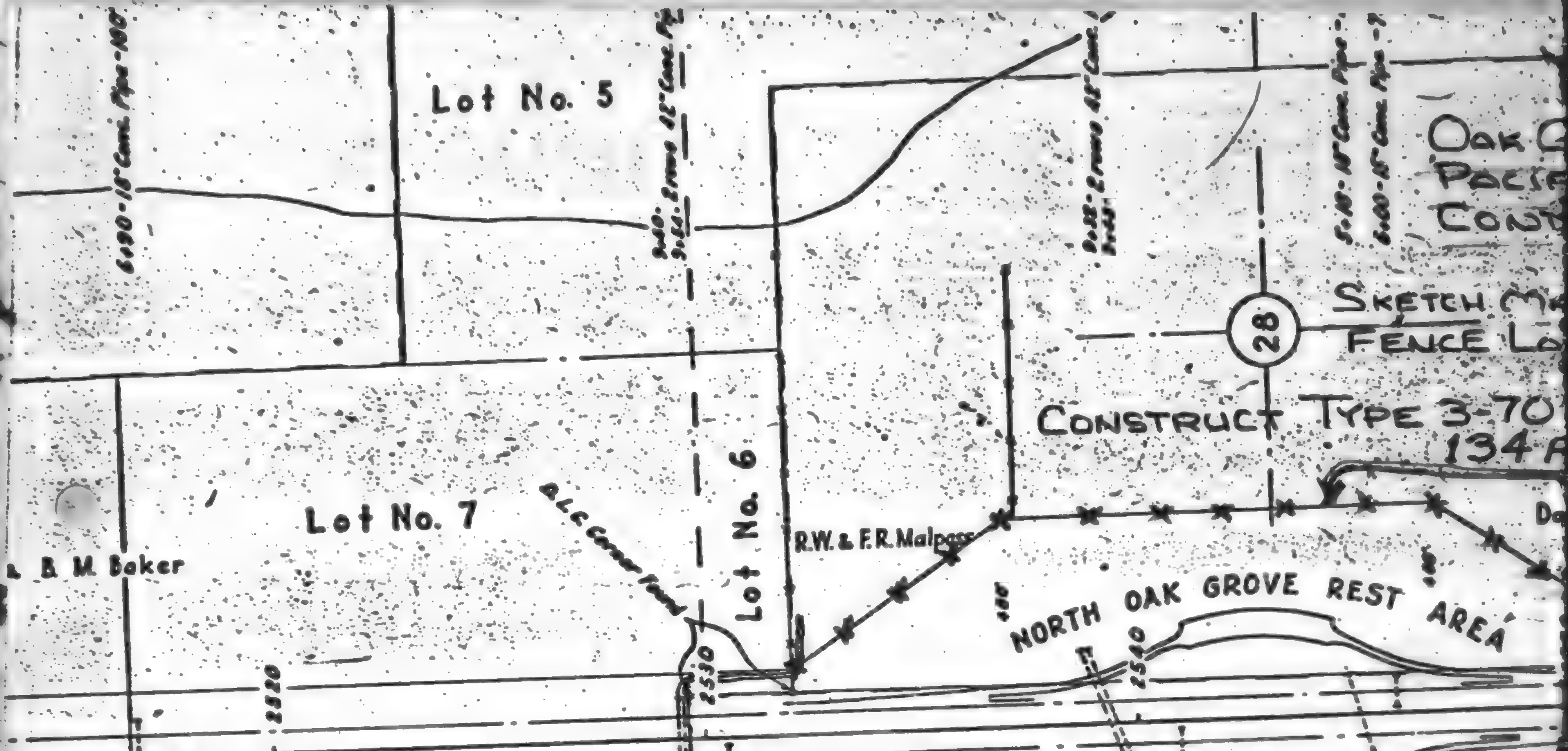
By

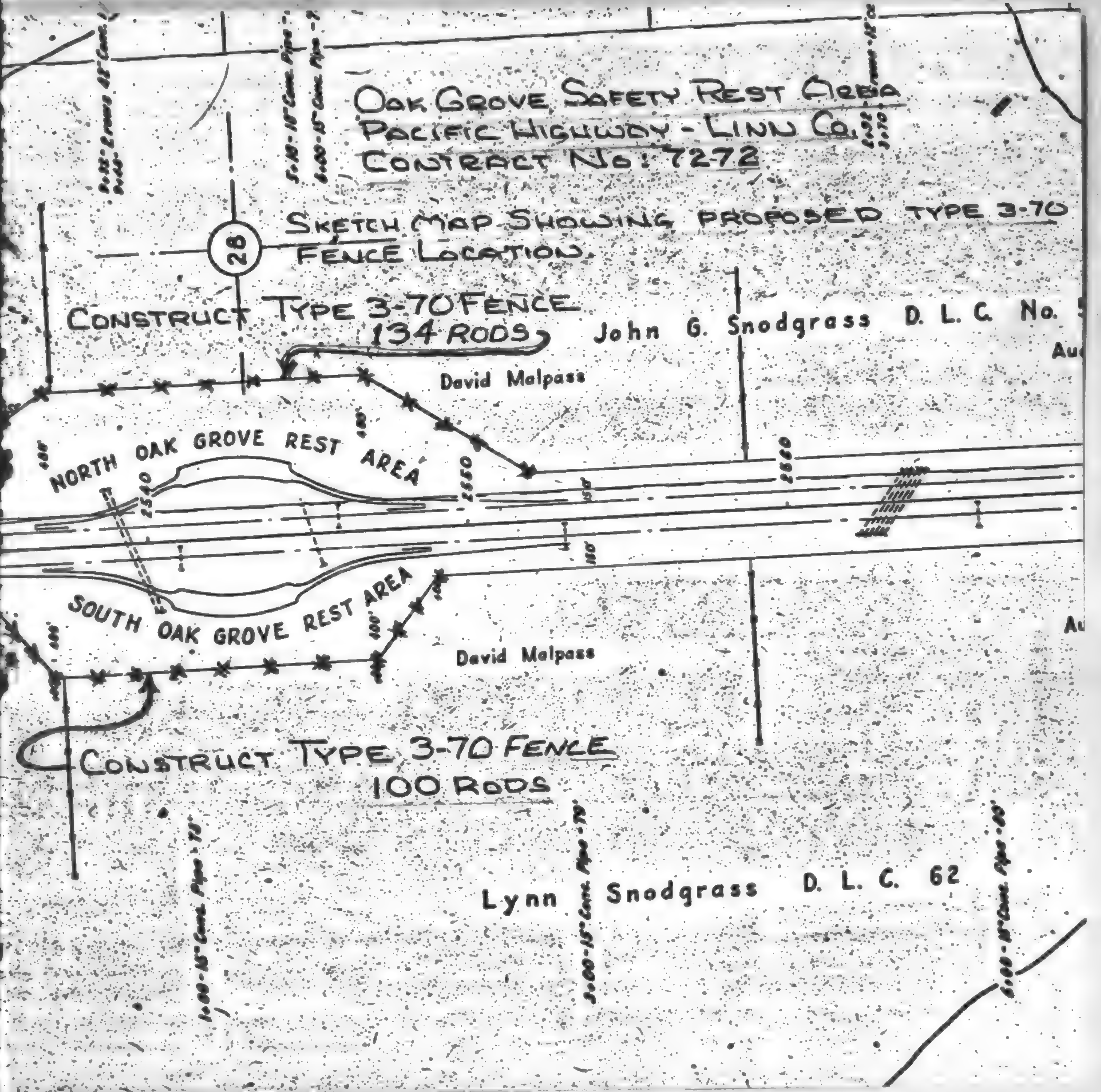
F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
R. D. Asburry - Enc.

JAB/DES:fw srb


Lot No. 5
Oak G
Pocse
Cont
Sketch Ma
Fence Lo
28
Construct Type 3-70
134 F
Lot No. 7
Lot No. 6
B. M. Baker
A.L.C. Corner Fence
R.W. & F.R. Malpass
North Oak Grove Rest Area
2530
2520
2540
South Oak Grove Rest Area
B. M. Baker
R.W. & F.R. Malpass
Construct Type 3-7
100 F
Lot No. 8
0+00-15" Conc. Pipe-77'
0+50-15" Conc. Pipe-71'
1+00-15" Conc. Pipe-78'



Oak Grove Safety Rest Area
Pacific Highway - Linn Co.
Contract No: 7272

Sketch Map Showing Proposed Type 3-70 Fence Location.

28
Construct Type 3-70 Fence
134 Rods
John G. Snodgrass D. L. C. No.
David Malpass
NORTH OAK GROVE REST AREA
2510
2520
2530
SOUTH OAK GROVE REST AREA
David Malpass
Construct Type 3-70 Fence
100 Rods
Lynn Snodgrass D. L. C. 62

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1969

SUBJECT: Assignment No. 3116-FBK
Oak Grove Safety Rest Area
Contract No. 7272
Fencing

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The question of upgrading the boundary fences on this rest area was presented by the Resident Engineer and Division last summer. We approached the Bureau people informally at that time and got no encouragement for their participation in the cost of a change. We did instruct the field to consider some minor changes in the fence or some additional signing on a non-participating basis.

Since receiving this assignment, we have explored the matter further with the Bureau with both the Area and District Engineer and emphasizing the point that the adjacent property owner makes to the effect that our current enlargement of the rest area facilities, creating new use closer to the property lines, is a valid reason to consider a higher type fence. We have been informally advised by the local Bureau people that they will recommend participation in such a change. They say the matter will have to go to at least their Regional office for formal approval. We have therefore prepared the attached letter to the BPR to formally request this. We are also negotiating with the contractor on a tentative basis to secure a price for the work. Since the contract time expires the end of next month, we should get started on it promptly.

The Bureau may limit their participation to only the additional cost above what they have already participated in on the existing fence. We believe the existing Type 2 fence was built under Contract No. 5329 (Belts Road-Lane County Line) at a cost of $5.25 per rod of $1,228.50 total. We recommend that we proceed with construction of a new fence even though BPR participation is not assured. In other words, we believe the need merits taking the chance of convincing the Bureau ultimately that participation is warranted.

11-19-69

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.

RECEIVED
NOV 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

John Bond
You must wait for BPR answer or we get no participation.
FBK

RECEIVED
NOV 19 1969
FOR FILING

I-5-4(66)206

7272

November 19, 1969

Mr. David C. Malpass
Route 1, Box 142
Harrisburg, Oregon 97446

3116

Dear Mr. Malpass:

In response to your November 3 letter, we have further investigated the possibility of upgrading the boundary fences of both the north and southbound units of the Oak Grove Safety Rest Area which is adjacent to your property.

There is no fence construction under the existing contract. We believe the fence that was removed by the contractor for his own convenience in securing embankment materials would be his responsibility to restore.

This is a Federal-aid Interstate highway project largely funded by the Federal Government through the Bureau of Public Roads. We are in sympathy with the need to minimize the trespass problems which you cite and are formally requesting the Bureau to participate in the cost of installing a higher type nonclimbable fence.

We appreciate your situation and will make an effort to secure federal approval of the suggested change.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
R. D. Asburry - Enc.

JAB:fw srb

DAVID C. MALPASS
ROUTE 1, BOX 142
HARRISBURG, OREGON 97446

15527

November 3, 1969

REFERRED TO
admin
BY SECRETARY

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Porter

Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

The Oak Rest Area 16 miles north of Eugene is being enlarged and remodeled, and since my property surrounds it on both sides of the freeway, I am writing to see if you would put up a climb-proof fence when the work is finished.

We have had some trouble in the past with people crawling over the fence and sleeping in the adjoining field, leaving all their mess behind. And large dogs frequently jump the fence and run in the field, and since we raise sheep, we often have them in the fields by the park and it is a constant worry. Also, we have had several occasions of people mashing down a section of the fence to let their dog jump over and then the sheep find this spot and get out on the freeway. Another nuisance is hunters who park in the Rest Area and climb over and roam freely over our land east of the freeway. Since we do have sheep back there most of the year, we try to be careful of who hunts. But we have very little control when anyone can climb over the fence and help himself.

We are afraid that with the enlarged park facilities so many more people will be using this Rest Area that our troubles will increase too. The old fence has all been taken down during construction and will have to be replaced anyway, so we would really appreciate it if you would consider this request for a climb-proof fence when the remodeling is completed.

Need
Report
Area Cond.
How much
involved
& Recomm.
B.P.R. concurrence needed
Keasey to report
11-12-69

Sincerely yours,

David C. Malpass

David C. Malpass

Routing
Morgan M
Decker
Bend
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 7 1969
CONSTRUCTION
DIVISION

RECEIVED
NOV 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 1969
OREGON
STATE HIGHWAY COMMISSION

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1969

SUBJECT: Oak Grove Safety Rest Area -1
Contract No. 7272

To: Ellis Jones
Resident Bridge Engineer
2193 East 15th St.
Eugene, Oregon 97403

Attached is a copy of a letter by L. L. Wallace dated October 1 which covers the revision to the water supply in the subject rest area due to the unexpected supply of water in the wells. Upon talking to you by phone we find that most of these changes can be done with very little duplication of previous work.

This being a change of plans, however, a price agreement should be negotiated. Will you please take this matter up with the contractor. Also as this matter has been discussed with the BPR Area Engineer on the job, their approval should be sought.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: A. A. Rear
D. J. Barbee ✓
Roy Olson
C. T. Keasey

Routing
1 Barbee B
2 Hall H
A. Olson
Sample
Terpin
Swenson

RECEIVED
OCT 9 1969
DESIGN
DIVISION

Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1969

SUBJECT: Oak Grove Safety Rest Area
Contract No. 7272

To: T. C. Roake
Assistant Bridge Engineer
OFFICE

Attention: D. O. Christensen

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
OCT 9 1969
DESIGN DIVISION

Recently Ellis Jones informed us that the existing wells on the subject project were producing higher than anticipated yields. Records on these wells indicated that the casings were perforated; however, when the additional perforation work called for by the contract was done, it was found that there were no existing perforations.

In order to take advantage of this unexpected supply of water it is suggested that the following extra work be done:

1. Increase pump supply lines between the wells and the reservoirs to 2-inch.

2. The 1-inch three way valves and piping called for in the line between the chlorination equipment and the reservoir should be increased to 1½-inch.

3. The existing 3hp Berkley pump in the northbound unit well should be replaced by a high flow pump such as a 3hp Fairbanks Morse Model 304M5.

4. Install fixed flow valves in the piping just ahead of the chlorinators. This would be a Dole Model 50GH in the southbound unit and a Model 80GH in the northbound unit.

It should be understood that the existing 3hp Berkley pump would remain the property of the State.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

DSB:jf
cc: D. J. Barbee
Roy Olson

I-5-4(66)206

C

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7272

17 JUL 1969
funds are
U.S. Bure of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oak Grove Safety Rest Area

Date July 29 1969

Highway Pacific

Contract No. 7272

County Linn

Prefix 622-1033

Contractor M. R. Holst Construction & Hellsgate Logging & Contracting

F. A. Project No. I-5-4(66)206

Address P. O. Box 692
Oakridge, Oregon 97463

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move existing illumination poles (4) to temporary location.

Orig. to Morgan
cc to Shoop
8-20-69

Location by station numbers: OGS_2 2543+00, OGS_2 2544+00, OGN_2 2542+10 & OGN_2 2543+10

NOTED
F. B.

Estimate of quantities and cost:

Labor	$600.00
Equipment Rental	412.85
Material	86.25
Total	$1,099.10

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Existing illumination poles must be moved in order to finish construction and temporary illumination must be provided until the permanent illumination installation is complete. This work was not anticipated in the project authorization.
1. Maximum equipment rental rates as per AGC Agreement. 2. Percentage allowed contractor is in accordance with executed contract on this project.
Work started, 7-28-69 Prior approval, John A. Bond, 7-17-69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 580,389.23
Present estimate of project cost, including $ 1,099.10 for work under this order	$ 561,847.30
Expected under-run XXXXXXX amount	$ 18,541.97
Expected under-run XXXXXXX per cent	3.2%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James E. Chaney EHJ
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction EngineerXX
XXXXXXXXXXXXXX

Approval Recommended: /s/ JohnQuiner, II
Asst. Division Engineer

Approved: /s/ F. D. Morgan
~~Deputy State Highway Engineer~~
XXXXXXXXXXXXXXXXXXXXXX
Construction Engineer

SP-22077-734

RECEIVED
JUN 26 1969

~~FOR FILING~~

I-5-4(66) 206
7272

June 25, 1969

Mr. M. R. Holst &
Hellgate Logging and Contracting
Box 692
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7272 for grading, paving, and facilities in the Oak Grove Safety Rest Area on the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gf

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Ward Insurance Agency
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. T. Keasey
James Chaney

C

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-68	F M PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-9-69	COUNTY Linn
		PROJECT NO. I-5-4(66)206

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oak Grove Safety Rest Area

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 562,491	$ 517,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabo

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 9 1969

Oregon State Highway Department

Federal Aid
Project No. I-5-4(66)206

OAK GROVE SAFETY REST AREA ON THE PACIFIC HWY. IN LINN COUNTY

Project agreement estimate.

Salem, Oregon, May 28, 1969

Type Code Y021
Rest Area Expansion (Sta. 2543+00) (Contract No. 7272)

Temporary Protection and Direction of Traffic	All Required		$ 3,900.00
Clearing and Grubbing	All Required		5,000.00
Embankment in Place	28,800 cu. yd.	1.50	43,200.00
Finishing Roadbed and Slopes	All Required		4,000.00
Trench Excavation	950 cu. yd.	5.00	4,750.00
Furnishing and Placing Topsoil	9,000 cu. yd.	2.00	18,000.00
Watering	500 M-gal.	4.00	2,000.00
3/4" - 0 Material in Base	920 ton	3.25	2,990.00
Stone Base	12,500 ton	3.40	42,500.00
Bituminous Base Mixture	5,900 ton	5.90	34,810.00
Asphalt in Bituminous Base	270 ton	40.00	10,800.00
3/4" - 0 Aggregate in Prime Coat	150 cu. yd.	9.00	1,350.00
RC-250 Asphalt in Prime Coat	24 ton	60.00	1,440.00
Asphalt in Tack Coat	4 ton	44.00	176.00
Class "B" Asphalt Concrete Mixture	7,600 ton	6.30	47,880.00
Asphalt Cement in Mixture	420 ton	40.00	16,800.00
18-inch Paved Culvert End Slopes	6 only	60.00	360.00
42-inch Paved Culvert End Slopes	6 only	100.00	600.00
12-inch Culvert Pipe	1,560 lin. ft.	3.50	5,460.00
15-inch Culvert Pipe	520 lin. ft.	4.00	2,080.00
18-inch Culvert Pipe	320 lin. ft.	4.50	1,440.00
42-inch Culvert Pipe	420 lin. ft.	16.00	6,720.00
4-inch Drain Pipe	380 lin. ft.	3.00	1,140.00
8-inch Drain Pipe	8 lin. ft.	3.25	26.00
Concrete Manholes	2 only	450.00	900.00
Concrete Inlets, Type G-1	13 only	300.00	3,900.00
Concrete Inlets, Type G-2 MA	4 only	300.00	1,200.00

Concrete Curbs	270 cu.yd.	48.00	$ 12,960.00
Concrete Walks	3,200 sq.yd.	5.40	17,280.00
Reinforced Concrete Walks	800 sq.yd.	7.30	5,840.00
Expose Aggregate Concrete Walks	160 sq.yd.	5.40	864.00
Aluminum Handrail	36 lin.ft.	19.50	702.00
Guide Posts, Y-2	70 only	9.00	630.00
2" x 4" Redwood Header Boards	2,600 lin.ft.	1.00	2,600.00
2" x 8" Redwood Header Boards	270 lin.ft.	1.00	270.00
Rubble Masonry Planter	2 only	2,306.50	4,613.00
Electrical Supply System	All Required		4,255.00
Area Illumination Installation	All Required		10,465.00
Roadside Seeding	2 acre	258.75	517.50
Lawn Construction	5 acre	1,265.00	6,325.00
Furnishing & Planting Trees	200 only	17.60	3,520.00
Furnishing & Planting Broadleaf Evergreen Shrubs	1,000 only	4.85	4,850.00
Furnishing & Planting Vines	2,700 only	0.75	2,025.00
Furnishing & Planting Roses	2,800 only	1.05	2,940.00
Bark Mulch	200 units	36.30	7,260.00
Mushroom Compost	90 cu.yd.	7.15	643.50
1/2-inch Water Pipe	1,600 lin.ft.	0.70	1,120.00
3/4-inch Water Pipe	3,300 lin.ft.	0.75	2,475.00
1-inch Water Pipe	2,200 lin.ft.	0.65	1,430.00
1-1/4-inch Water Pipe	1,800 lin.ft.	0.65	1,170.00
1-1/2-inch Water Pipe	1,700 lin.ft.	0.85	1,445.00
2-inch Water Pipe	2,200 lin.ft.	0.90	1,900.00
2-1/2-inch Water Pipe	32 lin.ft.	1.60	51.20
3-inch Water Pipe	1,680 lin.ft.	1.85	3,108.00
1-1/4-inch Steel Water Pipe	44 lin.ft.	1.60	70.40
1-1/2-inch Steel Water Pipe	22 lin.ft.	2.00	44.00
2-inch Steel Water Pipe	200 lin.ft.	2.10	420.00
2-1/2-inch Steel Water Pipe	250 lin.ft.	2.30	575.00
2-inch Gate Valves	2 only	30.00	60.00
1-inch Automatic Section Valves	1 only	45.00	45.00
1-1/4-inch Automatic Section Valves	16 only	55.00	880.00
1-1/2-inch Automatic Section Valves	9 only	55.00	495.00

3/4-inch Quick-Coupling Hose Valves	64 only	6.00	$ 384.00
1/2-inch Manual Drain Valves	28 only	15.00	420.00
2-inch Vacuum Breaker Valves	2 only	230.00	460.00
Pop-up Rotary Sprinkler Heads, Part-Circle	56 only	46.00	2,576.00
Pop-up Rotary Sprinkler Heads, Full Circle	90 only	41.00	3,690.00
Pop-up Nonrevolving Sprinkler Heads	56 only	8.00	448.00
Shrubbery Sprinkler Heads	58 only	1.80	104.40
11-Section Automatic Controllers	1 only	650.00	650.00
15-Section Automatic Controllers	1 only	800.00	800.00
Bubbler Sprinkler Heads	32 only	5.00	160.00
1/2-inch Globe Valves	2 only	30.00	60.00
3/4-inch Globe Valves	2 only	26.00	52.00
1-inch Globe Valves	2 only	30.00	60.00
1-1/4-inch Pressure Reducing Valves	1 only	180.00	180.00
2-inch Pressure Reducing Valves	3 only	150.00	450.00
Irrigation Pumping Facilities	All Required		2,300.00
Removal of Existing Sign Installation	All Required		500.00
Sign Support Footings	All Required		1,400.00
Breakaway Sign Posts	All Required		3,600.00
Painted Wood Sign Posts	All Required		168.00
Move and Revise Existing Signs	All Required		560.00
Type "B" Signs in Place	84 sq. ft.	9.75	819.00
Type "C" & "E" Signs in Place	53 sq. ft.	5.55	294.15
Thermoplastic Pavement Arrows	2 only	112.00	224.00
			$389,770.15
Flagging (60% of contractor's cost)	All Required		1,000.00
Revise Power Service (Consumer Power Co.)	All Required		600.00
			$ 1,600.00
	Subtotal		$391,370.15
	10% Engr. & Cont.		39,136.85
	Total		$430,507.00

Type Code Y032

Convenience Facilities (Sta. 2549+00) (Contract No. 7372)

Type 8 Toilet Building	2 only	20,800.00	$ 41,600.00
Extra Concrete	2 cu. yd.	20.00	40.00
Information Shelter	2 only	1,780.00	3,560.00
Pump House & Storage Building	2 only	4,600.00	9,200.00
Picnic Table	28 only	295.00	8,260.00
Picnic Table Shelters with Tables	4 only	1,450.00	5,800.00
Sidewalk Benches	4 only	194.00	776.00
Drinking Fountain, with Faucet	6 only	425.00	2,550.00
Drinking Fountain	2 only	400.00	800.00
Litter Receptacles	28 only	51.00	1,428.00
4-inch Sewer Line	60 lin. ft.	3.50	210.00
10,000 Gallon Septic Tank	2 only	3,600.00	7,200.00
4-inch Bit. Fiber Effluent Line	1,190 lin. ft.	1.80	2,142.00
Size Double 6400 Disposal Field	2 only	5,900.00	11,800.00
25,000 Gallon Underground Reservoir	2 only	6,430.00	12,860.00
Revise Existing Well Pumping Facilities	All Required	2,800.00	2,800.00
Chlorination Installation	2 only	750.00	1,500.00
Water Control and Domestic Pumping Facilities	All Required		3,500.00
1-1/2-inch Well Pump Supply Lines	400 lin. ft.	1.90	760.00
2-inch Potable Water Lines	1,400 lin. ft.	2.00	2,800.00
Revise Existing Interconnect Line	All Required		400.00
	Subtotal		$119,986.00
	10% Engr. & Cont.		11,998.00
			$131,984.00

Length of Project - - 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Rest Area	$430,507.00	$396,100.00	$34,407.00
Convenience Facilities	131,984.00	121,400.00	10,584.00
Total	$562,491.00	$517,500.00	$44,991.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix No. [illegible]

RECEIVED
MAY 22 1969
FOR FILING

I-5-4(66)206
7272

May 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 19, 1969, is requested in the award of contract for the Oak Grove Safety Rest Area, Project No. I-5-4(66)206.

The contractor receiving the award is M. R. Holst and Hellgate Logging and Contr. in the amount of $509,756.15, with Contract No. 7272 assigned. This bid was received on May 15, 1969, and awarded May 20, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date____________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

RECEIVED
MAY 14 1969
FOR

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-4(66)206

DATE: May 9, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7272

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-4(66)206
Oak Grove Safety Rest Area
Consumers Power, Inc. - Additional Costs for Underground Service

We have reviewed the Consumers Power, Inc. March 10, 1969 proposal for providing power service to the revised Oak Grove Safety Rest Area and agree that it would be in the public interest to expend additional funds to provide an underground service that would enhance the esthetic appearance of this park-like area. The additional cost for this is estimated at $478.

5-14-69

Young - Barker - Morgan

BY ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

RECEIVED
MAY 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 9 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-5-4(66)206
7272

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Additional Cost of Underground Service
Oak Grove Safety Rest Area
Linn County
Project No. I-5-4 (66) 206

Dear Sir:

As you know, Consumers Power Company, Inc. has agreed to furnish primary overhead service to the rest area at no cost to the State. As indicated in their attached estimate dated March 10, 1969, there will be a charge of $478.00 for furnishing primary underground to the area. This cost is based on the differential between the estimated cost to construct an equivalent service overhead and the cost to install it underground.

This matter was discussed with your Mr. C.R. Burghardt andit was agreed it would be in the public interest to request an underground service. Your formal concurrence is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1969
FOR FILE

4-25-69

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-5-4(66)206
SECTION:	Oak Grove Safety Rest Area
WORK :	Safety Rest Area Improvement
COUNTY :	Linn

TO:
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-4(66)206
7272

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZED
4/23/69	4/23/69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION — ADVERTISE FOR BIDS.
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.
☒ OTHER (SPECIFY). After concurrence in award you are authorized to proceed with contractor's flagging in amount of $1,000.00 and revision of power services in amount of $600.00 as shown in your estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's April 21, 1969 request and certifying statements are accepted.

P. S. & E. documents for the subject project have been received and are hereby approved.

It is understood that certification in regard to parks, recreation and historical resources will be furnished prior to bid opening or the project will be withdrawn from the letting.

A signed copy of the Title Sheet is returned herewith.

orig to Young w/encl.
4-29-69

OFFICE USE

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 25, 1969	R. E. Simpson	Division Engineer

RECEIVED
MAR 26 1969

FOR FILING

I-5-4(66)206
7272

March 26, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Request for approval was made to your office in our letter of September 30, 1968, for enlargement of the Oak Grove Rest Area. In our letter the need for additional facilities and the troubles being experienced due to over-usage of underdesigned public-use facilities were discussed in detail. It was stated that the passenger car parking should be doubled to 54 with corresponding increases in other public-use facilities, including a five-fold increase in truck and trailer parking to 25.

Your approval was given to our request for enlargement on November 8, 1968, with only the stipulation that the original cost of any portion of the rest area removed or made unusable must be credited to the project.

The proposed plans were worked up to provide the stated increase in parking space, with the essential existing facilities left intact in line with your approval. In order to achieve the best use of the area, some revision of pathways was necessary along with some architectural innovations at relatively small cost. These, and other features you expressed some objections over, have been explained in the following paragraphs in the order of your letter.

The preliminary cost estimate was in error and resulted from the fact that the overall cost of a rest area involves several design sections. Until all the factors of design are considered in each area of design and a final design has been achieved that will meet the requirements of the expanded rest area use, a realistic cost is difficult to estimate accurately. However, the final estimated cost of the expanded area compares favorably with the cost of five other heavily used rest areas as listed on the attached sheet. The average cost per parking space for these five areas was $3,414 each. The cost per space for the expanded Oak Grove Area is $3,362. Three of the five rest areas were built in 1966, one in 1967, and one in 1968. Considering increase in costs since 1966, the fact that the expanded area parking spaces are estimated at less per space, indicates that excessive costs were not added to the design.

Specific items you consider of questionable economy, such as benches, handrails, planters, exposed aggregate slabs, effect lighting and redwood header boards do not add appreciably to the cost, as shown by the cost statistics presented herein, but do add greatly to the aesthetics of the area and is in line with our national policy of relieving the severity of engineering utility with imaginative forms and architectural innovations.

Two sidewalk benches are provided for those who must wait when bus passengers line up to use the facilities, or those who need to relax without occupying a picnic table. The bench inside the information shelter was deleted.

Drinking fountains and hydrants now existing were removed because they do not meet the sanitary code.

Rest areas must serve through the night as well as in the daylight hours. Adequate lighting is a deterrent to crime. Robbery has occurred at other rest areas on three reported occasions within the past two years. A well-lighted area discourages vandalism and attractive lighting is essential.

Our experience with satisfying water requirements with a pump or pumps working against a pneumatic storage of limited capacity has proven that they are difficult to impossible to maintain operation and the rapid cycling of the pumps causes excessive wear and early breakdown.

The reservoir is justified for the following reasons:

1. Longer pump life, fewer breakdowns and minimum maintenance.

2. More flexibility in meeting peak demands.

3. Emergency water reserves.

In the event of well pump failure, the reservoir will supply water for a period up to five (5) days. A hydro-pneumatic system has no storage capacity.

Peak demands for domestic and irrigation use can only be met with a reservoir system since the wells cannot produce sufficient instantaneous flow. Developing additional wells would cost more than the reservoir system and the area is not large enough to support additional wells. We see no way to reduce the cost of the water system.

Handrails are provided at the invalid ramps as specified in USASI Standard A-117.1-1961. "American standard specification for making buildings accessible to, and usable by, the physically handicapped."

The planter is a design feature incorporated to break up the large expanse of concrete surfacing and is raised to keep people from walking through the planted area. The exposed aggregate has a minimal cost and contributes toward minimizing the monotony of a large expanse of plain concrete.

The redwood header boards are used in the concrete walks to serve as expansion and contraction joints. Their extra cost compared with conventional joints is small and they are attractive.

The existing A.C. walks were constructed to serve the small areas in the original design and are presently breaking up. The expansion requires a new pattern for foot traffic to fit into the new area and since experience has shown the A.C. walks deteriorate rapidly, the expanded plans call for portland cement walks. The heavy use expected of this area should justify a well-integrated plan for foot traffic relatively free of maintenance.

It has been determined that an automatic irrigation system has been proved to be much more efficient than a manual system for the following reasons:

> Since caretakers are not on a 24-hour basis, a manual sprinkler would require watering through the daylight period of approximately 12 hours to adequately irrigate the lawn and shrubs. This would seriously reduce the area available to public use during the daylight hours at the time of year of heaviest use.

> With an automatic system, the watering can be timed for night when use is at a minimum. The water is applied more efficiently and reduces the wear on the pumping system. Application of irrigation at night reduces evaporation losses by approximately 30 percent.

The estimated cost for a fully automatic system is estimated at $29,152 and a manual system at $25,613. The small difference in cost is adequately justified. Precedence has been established by your approval for automatic systems at (1) Stanfield; (2) Brothers; and (3) South Umpqua River rest area sites.

The 4 x 4 $^{4}/_{4}$ mesh is used only in the court area (Detail 7). These are the larger concrete slabs that need reinforcement to strengthen and prevent cracking. The mesh is not proposed for sidewalk areas. The cost is minimal.

Oak Grove is one of the most attractive and heavily used rest area sites on I-5, resulting from both the natural beauty of its site and its geographical location. The proposed plans for expansion must be made adequate to handle increasing public use with facilities that can be kept clean and attractive within reasonable maintenance requirements.

I hope this letter has explained to your satisfaction the justification for the items you have questioned. Your approval of the proposed plans as revised is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attach.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
R. D. Asburry

FLH:bdr sr

Form E4?x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

3/12/69

Comparative Costs of I-5 Safety Rest Areas Based On Successful Low Bidders
1966 - 1968

Note	Rest Area	Date Let	* Total Cost Per Unit	Parking Cars	Parking Trucks	Site Development	Elec Supply	Irrigation & Potable Water System	Sanitation Toilet Bldg	Sanitation Sewage System	Sh Infor
1.	Baldock	2/66	203,597	50	24	121,942	3950	M 14,868	10 19,710	8,276	148
2.	Santiam	5/66	149,803	33	12	106,005	1750	M 7615	8 11,500	3400	110
1.	Suncrest	10/66	230,437	47	13	139,756	3280	M 18,368	10 19,274	10,659	169
3	So. Umpqua N.B	8/67	141,647	32	8	30,932	3600	M 45,182	8 20,030	13,449	176
3	So. Umpqua S.B.	8/68	148,017	26	15	28,349	3500	P 37,252	8 17,000	13,187	170
2.	Oak Grove	?	268,934	54	26	139,918	3000	P 45,800	8 20,100	13,715	200

NOTES - (Site Development including G&P.) M - Manual Irrigation
1 - Included in rest area contract P - Automatic "
2 - Expansion in rest " "
3 - Completed under highway construction

According to Saffron Supply Co., it was estimated that materials and labor increased approximately 15% between 1966 and 1969.

* Total does not include engineering costs nor "extra work" done under the rest area contract. Includes, however, costs incurred in digging wells prior to rest area contract.

Shelters								Area in Acres	
Infor.	Table	Picnic Tables	Walks	Landscape	Signs-Illumination	Misc.	Cost Per Parking Space	N.B.	S.B.
1480	—	20 3000	5650	14,898	9823	—	2751	9.73	9.84
1100	—	16 2400	3834	6068	5131	—	3329	8.03	7.11
1690	—	16 2400	3287	20,578	11,145	—	3841	—	5.28
1760	—	10 1650	2752	18,292	C 4000	—	3541	10.33	—
1700	6 8400	6 1200	concrete 9755	22,434	C 4200	B 1040	3610	—	7.11
2000	2 3000	14 2800	Concrete 11,773	15,160	9690	A 1978	3362	16.53	9.76

A - Handrail, Guide Post, Planter, Bench.

B - " and Planter

C - Signing completed under highway construction.

✓

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1969

SUBJECT: Oak Grove Safety Rest Area -1
Expansion

To: D. J. Barbee
Design Engineer

BUILDING

Routing
1 Barbee B
2 Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAR 17 1969
DESIGN
DIVISION

Trout T
Wills
Hackleman
Scott
R. Olson REO.
Carstensen

This is in regard to your letter of March 11 requesting certain justification for the proposed water system for the subject rest area.

It has long been the practice to install rest area water systems with the pump or pumps working against a pneumatic storage setup of limited capacity. Our experience with these systems has convinced us that they are difficult to impossible for our people to operate and maintain and that the rapid cycling of the well pumps in such systems causes excessive wear and early breakdown.

The reservoir offers the following important advantages over the pneumatic system:

1. Emergency water reserves.
2. Longer well pump life.
3. More flexability in meeting peak demands.

In the event of a well pump failure the reservoir will, depending on water storage level, provide rest area buildings with water for 1½ days to 5 days. On the other hand a hydro-pneumatic system has no storage capacity.

Peak demands for domestic and irrigation use in this rest area can only be met with a reservoir system since the existing wells cannot produce sufficient instantaneous flow. There is not sufficient ground within the rest areas to develop additional wells to meet peak demands.

We see no way in which cost reductions can be made in the water system.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

DSB:jf

FORM E-30 5OM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 13, 1969

SUBJECT: Oak Grove Safety Rest Area
Comments on BPR's letter of
March 5, para. 7

To:

Initially, the preliminary cost estimate of approximately $300,000 listed for the expansion of the subject rest area was inadvertently accepted to cover cost of grading, paving and use facilities. The error was not noticed until the total cost estimate was compiled from various design sections concerned with various phases of development for which they were responsible, which included the Landscape, Traffic, Construction and Bridge Sections. The inclusion of the separate cost estimates increased the total to the present cost estimate of $612,000.

The expansion, as currently designed, has taken into consideration the under-design of existing rest areas which design was based on the traffic ADT available at the time, the recommendations of the various Maintenance Engineers with whom we have discussed critical problems incurred from the expanding use of the areas, and the increase in labor and material costs since the first cost compilation.

The tabulation shown on the attached sheet compares the present estimated cost of the proposed expansion with the actual construction costs of five other heavily used rest areas.

It has been determined that an automatic system has been proven to be much more efficient than a manual system for two important reasons:

(1) Since caretakers are not on a 24-hour basis, a manual sprinkler would require the watering to be done during the daylight period of approximately 12 hours in order to cover the lawn and shrubs adequately. This would seriously reduce the area available for public use during the watering period and engender public criticism.

(2) With an automatic system, the watering can be timed for night when public use is at a minimum. The water is also applied more efficiently and is a protection against overloading the system and exceeding the capacity of the wells. Furthermore, evaporation losses are reduced approximately 30 per cent.

The estimated cost for a fully automatic irrigation system has been estimated at approximately $29,152, and a manual system at $25,513, a difference of $3,369, which cost will pay for itself in one season through savings in maintenance.

Automatic systems were approved and installed in the following rest areas: (1) Stanfield; (2) Brothers; (3) South Umpqua River, southbound unit. Approval for an automatic system in the northbound unit, South Umpqua River Safety Rest Area was received from BPR by memorandum dated September 20, 1967. The manual system was already under construction, and, although some changes were made, it wasn't practical to change completely to an automatic system.

The existing AC walks were constructed to serve the small areas in the original design and are presently breaking up. The expansion requires a new pattern for foot traffic to fit into the new area, and since experience has proven that AC walks deteriorate badly and are a constant maintenance problem, the plans call for all walks to be concrete as well as converting the existing walks to concrete. There are 2460 sq. yds. more walk area in Oak Grove than in South Umpqua, southbound, which accounts for the higher estimated cost for this item.

The 4 x 4 4/4 mesh is used only in the court area (Detail 7). These are larger concrete slabs and the mesh is used to strengthen and prevent cracking. This is not used in the sidewalk construction.

Both units of the South Umpqua Rest Area had the signs installed during highway construction and is not included in the "Sign and Illumination" column. The higher estimated cost for Oak Growe includes both signs and illumination.

The two sidewalk benches (Detail 5) are so placed to accommodate larger groups of persons (bus riders, etc.) which creates a line-up to use the restroom facilities, or for those who wish to relax for a while and have no need to occupy the picnic tables. The bench designed only for convenience inside the information shelter was deleted.

Plans are to remove the drinking fountains now existing and the hydrants for the reason that they do not meet the sanitary code.

Another purpose of the Safety Rest Areas is to serve the nighttime travelers as well as those who travel during the day. Additional lighting not only marks the area well in advance, but provides some margin or safety for the traveler against robbery which has occurred three times within the last two years. The restroom areas should also be well lighted and attractive lighting is equally purposeful. A well-lighted area tends to discourage vandalism.

Hand rails are provided at the invalid ramps as specified in USASI Standard A-117.1-1961. "American standard specification for making buildings accessible to, and usable by, the physically handicapped".

The planter is a design feature incorporated to break up the large expanse of concrete surfacing. Furthermore, the planter is raised to keep people from walking through the planted area.

The exposed aggregate will minimize the effect of a large expanse of plain concrete. The additional cost is minimal.

The redwood header boards used in the concrete sidewalks are required to serve as expansion and contraction joints.

Ample parking, clean, well-designed toilet buildings and neat, well-kept lawn areas, in an attractive setting, are the most important factors in presenting a Safety Rest Area to the public.

R.E.O.

3 12 69

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

REVISED

Section OAK GROVE REST AREA Highway PACIFIC County LINN Prefix ____

Res. Engr. ____ Approx. Length 1.0± Miles. Sta. 2528± to Sta. 2559± Date 3-12-69

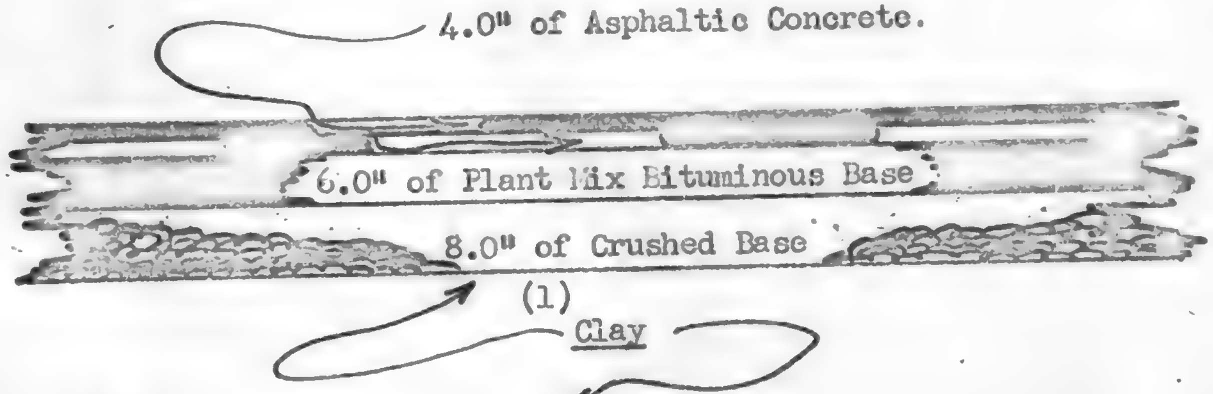
Mean
Truck A.D.T. 158 Traffic Coefficient 8.4 18 kip s.a. per day 98.9.

Annual Precipitation 40"± Frost Penetration - - - -.

ACCELERATION, DECELERATION,
AND TRUCK PARKING AREA.

(1)
Typical Soil

53	LL
27	PI
100	%P 10
96	%P200
0	%Gravel
1	%C Sand
3	%F Sand
40	%Silt
56	%Clay
9	"R" Value


4.0" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base
8.0" of Crushed Base
(1)
Clay

See remarks on Page 3.

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	AC
	11.0	6.0	PMBB
	8.0	8.0	Cr Bas
27.0	27.0	18.0	

AASHO CLASSIFICATION:

A-7-6 (18)

MATERIAL SOURCES:

To be determined by the Engineer.

MAR 19 1969

I-5-4(46)306
7272

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

NOTED
F. B. KLABOE

Submitted by ____
for Staff Assistant

Recommended by ____
Engineer of Materials

Recommended by ____
asst Construction Engineer

Approved by ____
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 2 of 5 Pages

Section OAK GROVE REST AREA Highway PACIFIC County LINN Prefix ____

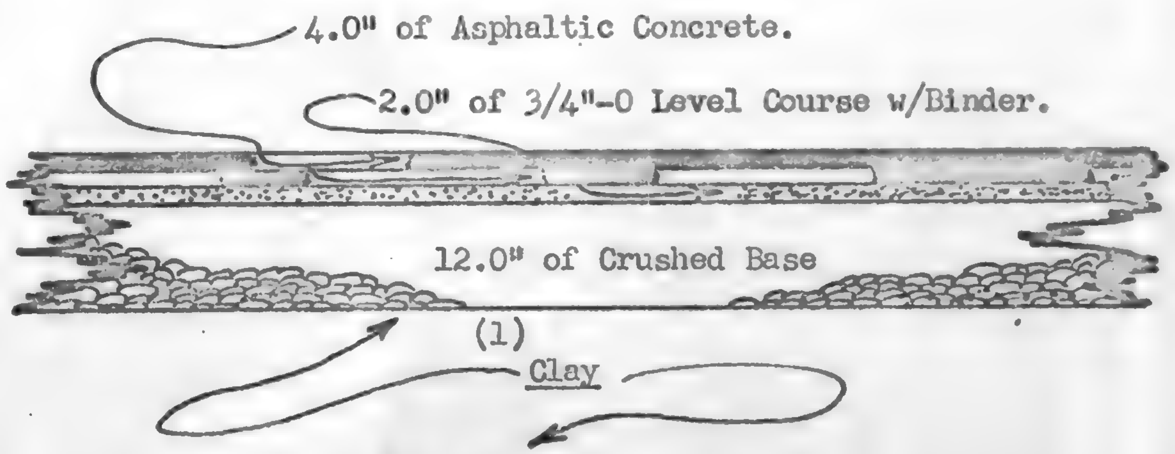
Res. Engr. ____ Approx. Length 1.0± Miles. Sta. 2528± to Sta. 2559± Date 3-12-69

Mean Truck A.D.T. - - - - - Traffic Coefficient 4.0 18 kip s.a. per day - - -.

Annual Precipitation 40"± Frost Penetration - - - -.

*CARS ONLY PARKING AREA

(1)
Typical Soil
53 LL
27 PI
100 %P 10
96 %P200
0 %Gravel
1 %C Sand
3 %F Sand
40 %Silt
56 %Clay
9 "R" Value


4.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
12.0" of Crushed Base
(1)
Clay

See Page 3 for remarks.

AASHO CLASSIFICATION:
A-7-6 . (18)

MATERIAL SOURCES:
To be determined by the Engineer.

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	AC
	2.0	2.0	Level
	12.0	12.0	Cr Bas
13.0	22.0	18.0	

SECTION: OAK GROVE REST AREA

HIGHWAY: PACIFIC

COUNTY: LINN

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
			NONE				

Remarks:

For the "Cars Only" parking area (20'±) the CBE Requirement has been exceeded. This is considered necessary in order to obtain better drainage and eliminate the possibility of ponding water under the heavier traffic area.

Should an Asphaltic Concrete overlay be used in lieu of "New Work", a minimum 7.0" would be required.

2 holes were drilled in this section January, 1969, and the following information logged:

0.5" - 1.5"	Oil Mat	(Badly cracked and rutted)
12.5"±	Base Material	

The Project Base Design has been revised in order to correct the design year to 1978.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

"NEW WORK"

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = —" Crushed Base
1.0" Oil Mat = —" Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = —" Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

CREDITS FOR EXISTING MATERIALS

1.0" Oil Mat = 1.0" Crushed Base
1.0" Base = 1.0" Crushed Base

TRAFFIC ANALYSIS

SECTION: OAK GROVE REST AREA

HIGHWAY: PACIFIC

COUNTY: LINN

900 One Way Present ADT (1969)

14 Percent Trucks

AXLES	ONE WAY TRUCK ADT	10 YEAR EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY RAMP EWL	AVERAGE ANNUAL EWL
2	14	1.5	21	18	900	16,200
3	25	1.5	38	32	2000	64,000
4	6	1.5	9	8	2500	20,000
5	80	1.5	120	100	6360	636,000
6	0	---	---	---	5140	- - - -
				158 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 736,200

NINE YEAR EWL 6,625,800

TRAFFIC COEFFICIENT 8.4

DESIGN YEAR 1978

SECTION: OAK GROVE REST AREA
HIGHWAY: Pacific
COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (1.0± mi.). See Item 6.

7272

Salem Office
March 11, 1969

Oak Grove Safety Rest Area Expansion

Mr. Ivan Merchant
Bridge Engineer
Building

Attention: Mr. L. L. Wallace
Chief Design Engineer

Enclosed is a copy of a letter received from the Bureau of Public Roads denying approval of the Oak Grove Safety Rest Area Expansion because of the estimated cost.

We are re-evaluating the items and costs submitted with the thought of reducing or eliminating some of the items mentioned in their letter.

Would you please submit your recommendations with a revised cost estimate and/or justification for the items which cannot be reduced without sacrificing the efficiency of the plan as a whole.

It appears that reduction could be made in the size of the reservoirs and possibly other items required in the water supply and chlorination system.

The recommendations received will be combined with our re-evaluation and resubmitted to the Bureau for approval.

B

D. J. BARBEE
Design Engineer

Enc.

REO/da/bdr

Routing
Barbee
Hall
A. Olson
Semple
Toepin
Swanson
Trout
Wills
Macklemen
Scott
R. Olson
Carstensen

RECEIVED
MAR 11 1969
DESIGN
DIVISION

D R A F T

March 7, 1969

Subject: Oak Grove Safety Rest Area Expansion

Mr. Ivan Merchant
Bridge Engineer
Building

Attention: Mr. L. L. Wallace
Chief Design Engineer

Routing

1 Barbee
Hall H
A. Olson
Sample
Terpin
Swenson

Trout T
Wills
Hackleman
Scott
R. Olson
Carstonsen

RECEIVED
MAR 10 1969
2
DESIGN
DIVISION

Enclosed is a copy of a letter received from the Bureau of Public Roads denying approval of the Oak Grove Safety Rest Area Expansion because of the estimated cost.

We are re-evaluating the items and costs submitted with the thought of reducing or eliminating some of the items mentioned in their letter.

Would you please submit your recommendations with a revised cost estimate and/or justification for the items which cannot be reduced without sacrificing the efficiency of the plan as a whole.

It appears that reduction could be made in the size of the reservoirs and possibly other items required in the water supply and chlorination system.

The recommendations received will be combined with our re-evaluation and resubmitted to the Bureau for approval.

D. J. Barbee

D. J. Barbee
Design Engineer

REO/de

RECEIVED
MAR 10 1969
FOR.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-4(66)206
1272

DATE: March 5, 1969

In reply refer to: 08-35-EC/423.32
XRef: I-5-4(66)206

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

B K Brooks
FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

Klabo

SUBJECT: March 20 Bid Opening: Federal-Aid Construction Authorization

Mr. Young's February 25 letter requested our PS&E approval and construction authorization for four projects on the March 20 Bid Opening. In confirmation of our verbal advice, we denied approval of three of these projects for the reasons as follows:

	Project	Work	Reason
1.	I-80N-1(25)07 (et al)	Breakaway Signs	Increase scope of work
2.	I-5-1(70)00 (et al)	Breakaway Signs	Increase scope of work
3.	I-5-1(71)50	Safety Improvement	Pulled by State
4.	I-5-4(66)206 Oak G.	Rest Area	Too expensive

The two routewide I-80N and I-5 breakaway sign projects were denied construction authorization as being very limited in scope and too long. Our February 25 memorandum on Federal-aid Interstate Program discussed our comments in detail.

On I-5-4(66)206, Oak Grove Rest Area, we commented on our Program Approval PR-48 dated February 25 that we found some objectionable features. These items include the following:

The wrong design year was used resulting in overdesign of the pavement structure and the proposed plans called for far more than what we would consider an "expansion" of the existing rest area.

For the pavement structure the design year should be 1978 per the provisions of the Circular Memorandum dated May 9, 1967. For geometrics a design year of 1975 is warranted; however, it appears that projected traffic use by that date would justify the type 8 toilet buildings planned in addition to the existing toilet buildings.

NOTED
F. B. KLABOE

The estimated cost is approximately 100 percent above the preliminary figure discussed at the time expansion was requested. It is questionable whether or not the additonal service provided would justify the expense of the elaborate revision especially considering the total

(more)

3-7-69 young handling

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

costs of recently constructed Santiam River Rest Area and Wilsonville Rest Area which were approximately $375,000 and $450,000, respectively, including engineering. Specific items such as the benches, handrails, planters, exposed aggregate slabs, effect lighting, redwood header boards appear of questionable economy bearing in mind the fact that this is to be an expansion of the existing area and the fact that vandalism has been a costly maintenance problem. Any reservoir, if necessary, should be justified. We also fail to see the need for revising existing improvements (i.e. tearing up asphaltic sidewalks and removing drinking fountains) or the need for the costly automatic sprinkling system when a nearly full-time maintenance man will probably be present. The 4 x 4 4/4 mesh in the PCC sidewalk would appear to be of questionable need.

We are proud, as you are, of Oregon's fine reputation for beautiful, clean safety rest areas. However, we still must consider the economy of Federal-aid improvements and the important fact that this proposed project was approved only as an expansion, not as a nearly complete revision, of an existing Interstate-constructed safety rest area.

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1969

GOVERNMENT
Memorandum

Klaboe

I-5-4(66)206
7272

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 7, 1969

In reply refer to: 08-35-EC/400.1
Copy 'No' Hearing file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(66)206
Oak Grove Safety Rest Area Expansion
Public Hearing

We have reviewed the information included in your February 28, 1969 letter concerning the status of this project. Based on the information we concur that under the provisions of paragraph 6c of PPM 20-8 no hearing is required for the subject construction project.

NOTED
F. B. KLABOE

3-12-69

REFERRED TO Young - Barber - Cox
BY ASST. CHIEF HWY. ENGR.

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 3 - 1969
FOR FILING

Maint
Parks
Oak Grove

Copy. A- Comm. Hearings
No hearing

February 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Oak Grove Safety Rest Area
Expansion
Project No. I-5-4(66)206

Dear Sir:

We hereby request your concurrence that hearings need not be held for the Oak Grove Safety Rest Area Expansion, Project No. I-5-4(66)206, under the provisions of paragraph 6e. of PPM 20-8 dated January 14, 1969, as additional right of way is not required, the abutting real property is not affected, and the function of the existing facility is not changed.

This project is scheduled for the April 17, 1969 bid opening. The contemplated expansion of the rest area facilities is to be accomplished within the existing right of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:la

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. M. Chase

UNITED STATES GOVERNMENT

R

Memorandum

FOR FILES

I-5-4(66)206

7272

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 25, 1969

In reply refer to: 08-35-EC/710.11

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

L J Matthews

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's February 6 letter submitted 13 Items (555 through 567) for inclusion in this program for the installation of breakaway sign posts at interchange and rest areas.

We believe that this work should be accomplished in a different manner than proposed. We suggest that the projects be broken into reasonable lengths and the scope of the work increased to include all necessary safety revisions. As an example a project such as the Salem Bypass be programed to include all necessary Yellow Book safety work including all unprotected signs converted to breakaway design, median barrier conversion, guardrail blocking out and other eligible safety improvements. In this manner the work will be accomplished in a more orderly manner.

We are, therefore, deferring approval action on these 13 Items pending your consideration of our suggestion. We are retaining all copies of the PR-1's and support documentation.

2-27-69

REFERRED TO Young

See me, please

RECEIVED
FEB 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

NOTED
L. FORTER

STATE HIGHWAY DEPARTMENT	Oregon
DATE	2/25/69
BY (Signature)	Mr. Young's February 6, 1969 letter
TITLE	

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 568 THRU 570

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
568	I-5-4(66)206	0.00	667,000	600,000
569	I-5-1(71)50	9.09	450,000	410,000
570	I-5-4(67)235	4.94	600,000	550,000
		14.03	$1,717,000	$1,560,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Section	Work
Oak Grove Rest Area	Expansion
Grants Pass-Evans Creek	Flatten slopes, etc.
Dever Rd-N. Albany Interch.	Guardrail, sign

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

2-7-6
orig to Young

REMARKS (Division)

Items 569 and 570 are approved as safety improvement projects to reduce the potential traffic hazard.

Items 556 thru 567 submitted also with Mr. Young's February 6 letter were deferred by our February 25, 1969 memo.

On Item 568, I-5-4(66)206 Oak Grove Rest Area, we have indicated verbally to Mr. Olsen some objectional features we found during our review. We hereby authorize you to proceed with utility preparatory work with the understanding that the overall design changes may cause some changes in utility work. Any utility work planned should therefore take into consideration these design changes for full participation.

RECOMMENDED		APPROVED
DATE	SIGNATURE AND TITLE	
DATE 2/25/69	SIGNATURE AND TITLE	R. E. Simpson, Division Engineer

RECEIVED
MAR 4 - 1969
FOR

I-5-4(66)206
72 72

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 13365-P66

RECEIVED
FEB 24 1969

I-54(66) 206

7272

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
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JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

February 13, 1969

Routing
1 Trout T
Barbee
Hall
1 A. Olson JL
Sample
Terpin
Swenson
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
FEB 14 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

This is in reply to your letter of February 7, 1969 which enclosed plan title sheets for the following five projects.

1. Route I-5 Breakaway Sign Project
2. Route I-80N Breakaway Sign Project
   Old Oregon Trail and Columbia River Highways - Ten Counties
3. Dever Road-North Albany Interchange Section
   Pacific Highway - Linn County
4. Oak Grove Safety Rest Area
   Pacific Highway - Linn County
5. Grants Pass-Evans Creek Section
   Pacific Highway - Josephine County

There will be no conflict with wildlife resources as a result of this construction, and the projects are approved.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

cc: F. B. Klaboe
L.H. Young
G. C. Wills
F. E. Terpin
T. C. Roake
C. T. Keasey
J. F. Putnam
A. F. Parson
A.E. Johnson
L.W. Rulien
R.D. Asburry

ROK:ls

RECEIVED
FEB 18 1969
FOR FILING
I-5-4(66)206
7272

February 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for 16 interstate Projects, Items 555 thru 570, which we desire to have included in the Federal-Aid Interstate Highway Program.

Items Nos. 555 thru 561 will be one contract and Items Nos. 562 thru 567 will be another. We presently intend to receive bids on all of the projects listed at our March 20, 1969 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID
(PP

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99, Oak Grove Rest Area 3 mi. N. Lane Co. Line 21 65	**ADT**	PRESENT 13,200	FUTURE 26,400 (66) (70)	YE

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Expand Roadside Rest Area 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL- I

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 99, Oak Grove Rest Area, 3 mi. N. of the Lane County Line (Oak Grove Rest Area)			
5					**ROW**					
5					**CONST** (CODE) Y002			0.00	667,000	600,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	667,000	600,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

For PR

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ne Co. Line		13,200	26,400	89	08	Oregon	35	042	568

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I Projects Only POST MI. DESIG.
					I-	5-4(66)		206

COUNTY NAME: Linn CODE: 043

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	99

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of						Rest area expansion, incl. parking area, landscaping, sanitary & convenience facilities, toilet bldgs., information shelter & signing.
a)						
	0.00	667,000	600,000	67,000		ROW - 300' normal; Access control - full; Utilities - adj. req. incl. prep. work.
T	0.00	667,000	600,000	67,000		

REMARKS

Additional data - Items 139 and 163, Project No. I-5-4(30)204 and I-5-4(40)206.

(Over)

For PR 37B: RW-1; ROW-F; Sanitary Facility - Y.

OAK GROVE REST AREA

Additional Project Data:

The proposed project will consist of clearing, grading, paving, topsoil, walks, benches, toilet buildings, septic facilities, information shelter, picnic tables with shelters, illumination, water supply, reservoir and pump house, chlorination system, water hydrants and drinking fountains, litter receptacles, lawns, trees, shrubs, vines, fertilizer, signing, striping and adjustment of utilities.

This project will increase the truck-trailer parking from 4 to 25, and passenger car parking from 33 to 54 for each of the two units.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

Section OAK GROVE REST AREA Highway PACIFIC County LINN Prefix ______

Res. Engr. ______ Approx. Length 1.0± Miles. Sta. 2528± to Sta. 2559± Date 12-30-68

Mean Truck A.D.T. 188 Traffic Coefficient 9.5 18 kip s.a. per day 273.9.

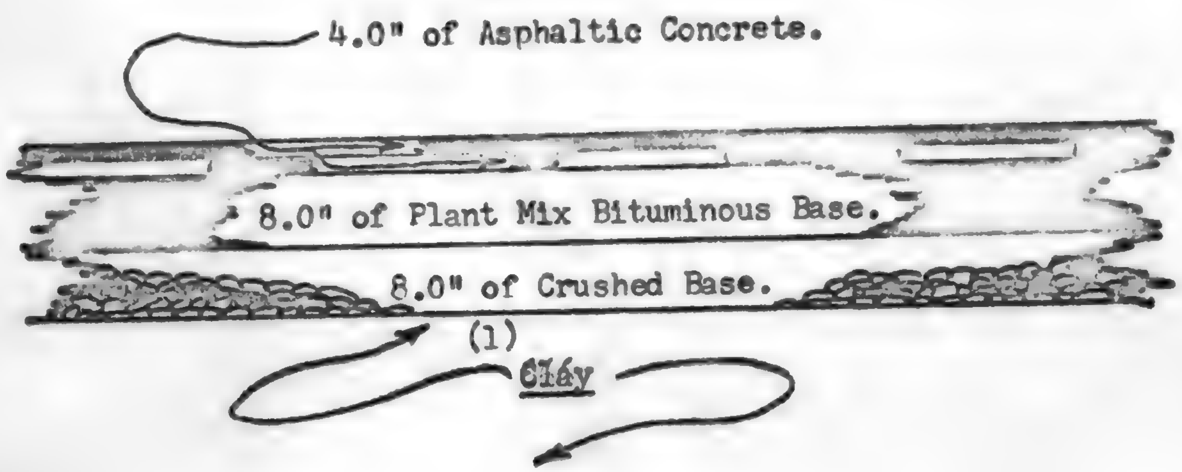
Annual Precipitation 40"± Frost Penetration - - - - - - -.

ACCELERATION, DECELERATION,
AND TRUCK PARKING AREA.

12-30-68

(1)
Typical Soil

53	LL
27	PI
100	%P 10
96	%P200
0	%Gravel
1	%C Sand
3	%F Sand
40	%Silt
56	%Clay
9	"R" Value


4.0" of Asphaltic Concrete.
8.0" of Plant Mix Bituminous Base.
8.0" of Crushed Base.
(1)
Clay

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	AC
	14.5	8.0	PMBB
	8.0	8.0	Cr Ba
30.5	30.5	20.0	

AASHO CLASSIFICATION:
A-7-6 (18)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED
JAN 9 1969
FOR FILING

I-5-4(66)206
72.72

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer

NOTED
F. B. KLABOE

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ Construction Engineer

Approved by F B Klaboe Asst. State Highway Enginee

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section OAK GROVE REST AREA Highway PACIFIC County LINN Prefix ____

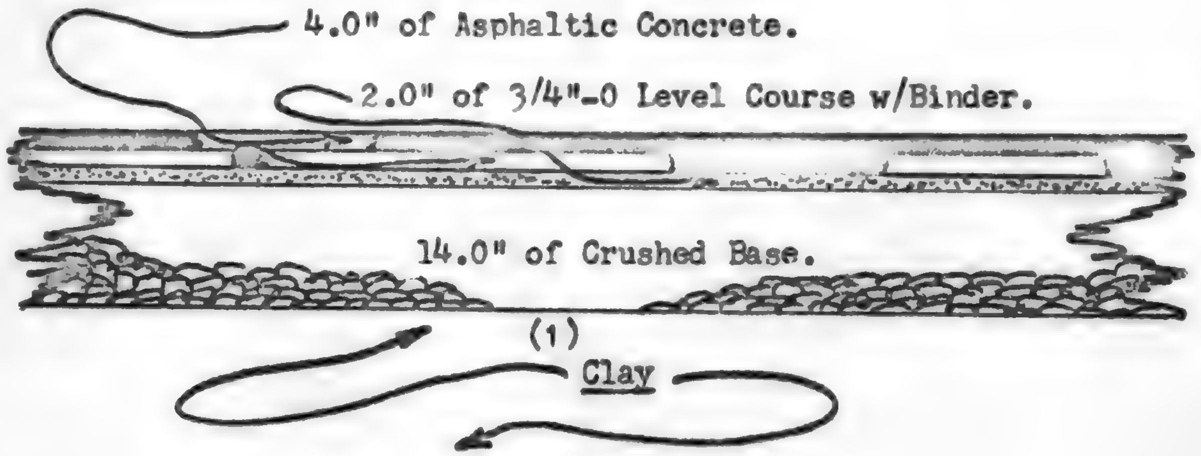
Res. Engr.____ Approx. Length ____ Miles. Sta.____ to Sta.____ Date 12 -30-68

Mean
Truck A.D.T. - - - - - - - - Traffic Coefficient 4.0 18 kip s.a. per day - - -.

Annual Precipitation 40"± Frost Penetration - - - - - - -.

*CARS ONLY PARKING AREA

(1)
Typical Soil
53 LL
27 PI
100 %P 10
96 %P200
0 %Gravel
1 %C Sand
3 %F Sand
40 %Silt
56 %Clay
9 "R" Value


4.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
14.0" of Crushed Base.
(1)
Clay

AASHO CLASSIFICATION:
A-7-6 (18)

MATERIAL SOURCES:
To be determined by the Engineer.

*See Page 3 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	AC
	2.0	2.0	Level
	14.0	14.0	Cr Bas
13.0	24.0	20.0	

SECTION: OAK GROVE REST AREA

HIGHWAY: PACIFIC

COUNTY: LINN

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness

NONE

REMARKS:

For the "Cars Only" parking area (20'±) the CBE Requirement has been exceeded. This is considered necessary in order to obtain better drainage and eliminate the possibility of ponding water under the heavier traffic area.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete - 2.0" Crushed Base
1.0" Plant Mix Bituminous Base - 1.8" Crushed Base
1.0" Cement Treated Base = - -" Crushed Base
1.0" Oil Mat - - -" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications
plus Supplementals)
1.0" Lime Treated Subgrade = - -" Crushed Base

TRAFFIC ANALYSIS

SECTION: OAK GROVE REST AREA

HIGHWAY: PACIFIC

COUNTY: LINN

900 Present ADT (1968)

14 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	14	2.0	28	21	450	18,900
3	25	"	50	38	1000	76,000
4	6	"	12	9	1250	22,500
5	80	"	160	120	3180	763,200
6	0	- -	- -	- -	2570	- - - - -
				188	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 880,600

TWENTY YEAR EWL 17,612,000

TRAFFIC COEFFICIENT 9.5

SECTION: OAK GROVE REST AREA

HIGHWAY: Pacific

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (1.0± mi.). See Item 6.

RECEIVED
NOV 20 1968
FOR FILING

REA PUBLIC ROADS
I-5-4(66)206

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-4(59)204

SECTION: HALSEY INTERCHANGE
LANE COUNTY LINE

WORK : PRELIMINARY ENGINEERING

COUNTY : LINN

TO:
MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe
11-14-68

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: --------

DATE AUTHORIZED: NOVEMBER 8, 1968

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). ALL PHASES OF PRELIMINARY ENGINEERING FOR OAK GROVE REST AREA

REMARKS AND LIMITS OF AUTHORITY:

AS REQUESTED BY MR. KLABOE'S SEPTEMBER 30, 1968 LETTER, AND AS APPROVED BY OUR NOVEMBER 8, 1968 MEMORANDUM ON I-5-4(-)193 YOU MAY PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING FOR THE RECONSTRUCTION OF THE OAK GROVE REST AREA.

NOTED
F. B. KLABOE

OFFICE USE
11-21-68
REFERRED TO Young
By Ass't. State Hwy. Engr.

RECEIVED
NOV 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: 11-14-68

SIGNATURE OF APPROVING OFFICIAL: For R. E. SIMPSON

TITLE: DIVISION ENGINEER

NOV 13 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-4(62)206

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 8, 1968

In reply refer to: 08-35-DA

7272

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-4( )193
Oak Grove Rest Area

We are approving the proposed enlargement of the Oak Grove Rest Area as requested by Mr. Klaboe's letter dated September 30.

We consider that this essential expansion is authorized by paragraph 5d(4) of PPM 21-17 dated February 18, 1966.

If any portion of the rest area will be removed or made unusable the original investment of Interstate funds for that portion so removed or made unusable must be credited to the project.

11-13-68

REFERRED TO
Barber
BY ASST. STATE HWY. ENGR.

Work up plans and get ready for an early letting. MK

cc Astrup
Young

RECEIVED
NOV 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 30 1968
FOR FILING

I-5-4(66)206

7272

September 30, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Enlargement of the Oak Grove Safety Rest Area

Under date of November 9, 1962, a letter was addressed to A. W. Parsons proposing this action. His reply was that "expansion of this rest area should be deferred until later in the Interstate Program and more emphasis given to the establishment of other rest areas along improved Interstate roads". This we have done. The last unit, completing the safety rest area program on I-5, is now under construction.

The Oak Grove Safety Rest Area, completed in November 1962, is located in Linn County, Oregon, approximately 13 miles north of Eugene and 27.5 miles south of Albany on Interstate 5. The construction of the parking area used the standard design for Oregon's safety rest areas which was drawn up and approved in 1956. The design provided parking space for 26 cars and 5 or 6 trucks and trailers. Although the design provided for a considerably larger number of vehicles than was provided for in constructed rest areas in the State, the use of this area by the public and the type of use (namely trailer) that has developed since 1956 has exceeded the most optimistic estimates of use.

A use survey made by the Traffic Division on July 3, 1961, showed that 5.1 percent of highway traffic was stopping at the Oak Grove Safety Rest Area. Another survey, made on July 3, 1962, showed that 7 percent of highway traffic was stopping at this rest area. The latter survey also showed that the peak percentage of parking space occupied was 56 percent for light vehicles and 150 percent for trucks and vehicle combinations in the northbound unit, and 56 percent for light vehicles and 100 percent for trucks and vehicle combinations on the southbound unit. These percentages were often exceeded during the summer.

Intermittant traffic counts have subsequently been made and all confirm our prediction that use would continue to grow. They have also demonstrated, possibly influenced by constantly increasing ADT, that the completion of additional units north and south of this location has little discernible effect on the use of the Oak Grove Safety Rest Area. Unfortunately, these traffic counts were not made at identical periods and thus lose comparative values. However, we do know that on the five-day period, August 12-16, 1968, over ten percent of traffic stopped. Field personnel also report:

"Parking facilities have been filled to capacity four to five times daily. Caretakers report that truckers stop to use facilities and exercise. If more than a few trucks stop, camper and trailer traffic must double park. At times these vehicles double park most of the day.

"About the same number of times, four to six, the picnic facilities have been filled to capacity and the overflow sitting on the ground and curbs. One or two buses have been stopping during the day which throws an additional load on the facilities, especially near the noon hour.

"It has been observed that approximately ten tourists have been in line waiting to use the rest rooms during peak periods of usage.

"Both areas were closed to the public three times during this season due to breakdowns or malfunctions in the water system."

With each succeeding year's operation, it becomes increasingly evident that our early planning estimates for Interstate Safety Rest Areas were too conservative. The State dug a second well in 1965 to augment the inadequate water supply. The attached projection computation, using our present method of determining requirements, proves the inadequacy of the original construction and lends credence to our contention that the troubles being experienced are due to overusage of underdesigned public use facilities.

There is insufficient area to accommodate the 1990 projected requirements. There is sufficient area to double the size of passenger car parking to 54 with corresponding increases in other public use facilities including a five-fold increase in truck and trailer parking to 25. If and when this becomes inadequate, additional sites should be considered.

I believe you will agree with us that Oak Grove is one of the most attractive rest area sites on I-5 and warrants expansion to accommodate existing and projected Interstate highway users' needs. Therefore, your approval of this proposed expansion and the eligibility of Interstate funds in necessary planning and construction is requested. We further ask your concurrence to add this proposal to Project I-5-4(59)204 to provide funds for preliminary engineering.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: Forrest Cooper - w/att.
R. L. Porter "
F. D. Morgan "
L. H. Young "
Mark Astrup "
C. T. Keasey "

MHA:de srb

PROJECTED TRAFFIC AND REST AREA USE DATA FOR DESIGN PURPOSES

Location of Rest Area	OAK GROVE		
a) Year of Projection	1963	1968	1990
Traffic Data			
a) Annual ADT	8,900	12,600	26,700
b) Summer seasonal factor	1.31	1.27	1.28
c) Summer seasonal ADT	11,700	16,000	34,000
d) Directional ADT (50%)	5,850	8,000	17,000
Vehicles Entering Rest Area (Directional)			
a) Percent of ADT			
b) Avg. daily volume	585	800	1,710
c) Avg. daily peak hour (12% of daily)	70	96	205
Average Daily Peak Parking Demand			
a) Total vehicles	35	48	103
b) Passenger cars, panels and pickups	26	36	78
c) Light vehicles with trailers	7	9	21
d) Trucks and buses	2	3	4
Persons Entering Rest Area			
a) Average daily number (2.7) persons/vehicle	1,580	2,160	4,617
b) Average daily peak hour	189	259	554
Restroom Use and Requirements			
a) Average daily use, persons	1,185	1,620	3,463
b) Average daily peak hour use, persons	142	194	416
c) Restroom facilities required (units) 1/	6	8	14
Water Requirement (Excluding Irrigation)			
a) Daily water use (gal.)	3,160	4,320	9,234
b) Peak hour water use (gal.)	378	518	1,108
c) Water flow required without storage (gpm)	6.2	8.6	18.5

I-5 Two-way Traffic 2/

	Annual ADT	August ADT	Percent of ADT
'63	8,900	11,700	131
'64	9,800	12,200	124
'65	10,800	14,200	131
'66	11,800	14,900	126
'67	12,100	15,400	127
'68	12,600	16,000	127
		Avg.	128
'90	26,700	34,200	128

---

ounded to the nearest even number.

pilation by Traffic Division September 1968

RECEIVED
SEP 22 1965
FOR FILING

I-5-4(66)206
7272

Salem, Oregon 97310
September 21, 1965

Scenic Strips

Mr. Mark Astrup
Landscape Engineer
Building

I have noted two areas between Portland and Salem that might qualify for acquisition under this program. One is the Oak Grove located several miles north of Salem on the east side of the freeway that has been already discussed. The second is an area near Norwood Road.

LS I-5-5(2)

Please make suitable investigation of these areas and advise me of your thoughts as to whether or not we should attempt to secure Bureau approval for their purchase.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

I-80N-3(58) Rufus-Quinton Section, of 1969
108 Columbia R. Hwy., E. of The
#7273 Dalles (Grad., pav. & sign.)

273.

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 22, 1973

Department of the Army
Walla Walla District, Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Attention: Mr. J. E. Butler

Gentlemen:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Reference is made to your letter of June 19 regarding revised invoices for Contract Nos. 7273 and 7399.

Enclosed is a copy of an invoice to the Walla Walla District Corps of Engineers dated February 6, 1973. The invoice shows a refund due the Corps in the amount of $7,733.38 which is an adjustment of the two contracts. Also enclosed are copies of two sides of a Highway Fund Warrent dated February 12, 1973 made payable to the Treasury of the United States in the amount of $7,733.38. The warrant was deposited on February 15, 1973 by your Mr. John N. Fox, Disbursing Officer.

The guniting work at Arlington is complete; however, the final estimate is still in the process of being checked. As soon as paper work is completed, final billing will be forwarded.

Very truly yours,

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

Enclosures

DEK:mc

bc E. S. Hunter (w/att.)

RECEIVED
JUN 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-25

NPWCO-CA 19 June 1975

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97301

Dear Mr. Wolfe:

Reference is made to the Contracting Officer's letter dated 12 December 1972 requesting revised invoices for Contracts Nos. 7273 and 7399.

I am very concerned that we have not received a reply to the Contracting Officer's letter. Since there is a large sum of money involved and all work is completed, it is in the best interest of the State and the Government to resolve this matter as soon as practicable. In addition, final billing for guniting work at Arlington should be submitted.

Your prompt attention and reply will be greatly appreciated.

Sincerely yours,

J. E. BUTLER
Authorized Representative
of the Contracting Officer

RECEIVED
DEC 27 1972
FOR FILING

7273

December 22, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway

Reference is made to your letter of December 12 addressed to Mr. Victor D. Wolfe, Location Engineer, regarding distribution of costs and charges under Contract Nos. 7273 and 7399.

It appears that there was a transposition of figures on the Corps of Engineers obligation on Contract No. 7273. This figure was shown as $1,327,831.80 and should have been $1,327,813.80.

Subject to final verification by audit, I concur with the tabulation of Corps of Engineers obligation in the amounts of $1,327,813.80 for Contract No. 7273 and $1,700,801.60 for Contract No. 7399. Revised invoices will be prepared and submitted.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Glen L. Green w/att.

bc: F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
C. T. Keasey
L. H. Young

DEK:mc jf

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO

12 December 1972

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

ATTN: Mr. Victor D. Wolfe
Location Engineer

REFERRED TO
Keyes
By Location Engineer
RD

Gentlemen:

Reference is made to your letters dated 26 July and 8 August 1972 relative to the distribution of costs and charges under Contracts Nos. 7273 and 7399.

Further reference is made to meetings on 30 November and 1 December 1972 attended by Messrs. Victor Wolfe, Donald Keyes, and Paul Hatcher of your staff and Mr. John Butler of this office. At these meetings, a tentative cost and charge distribution was developed. These distributions are shown on the inclosed tabulations.

In accordance with the distribution, the Corps of Engineers' obligation is $1,327,831.80 for Contract No. 7273 and $1,700,801.60 for Contract No. 7399. These amounts are subject to final verification by audit.

If you concur with this distribution, a revised invoice should be submitted. Your billing requisition No. FA 551 is returned herewith.

Sincerely yours,

Richard M. Connell

RICHARD M. CONNELL
Colonel, CE
Contracting Officer

3 Incls
1. Req No. 551
2. Tab of Costs - Contr 7273
3. Tab of Costs - Contr 7399

RECEIVED
DEC 13 1972
LOCATION
SECTION

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Contract 7273
Corps of Engineers Obligation

No.	Item	Unit	Unit Price	Quantity	Cost
1	Railroad Protective Costs	All	Lump Sum	All	$ 6,000.00
2	Temporary Protection & Direction of Traffic	All	Lump Sum	All	22,695.00
3	Clearing & Grubbing	All	Lump Sum	All	2,080.00
4	General Excavation, Unclassified	Cu. Yd.	1.87	203,483.1	380,513.40
6	Excavate Existing Surfacing	Sq. Yd.	0.35	8,392	2,937.20
9	Watering	M-Gal	3.00	304.5	913.50
10	Stone Leveling Course	Ton	2.25	11,196.28	25,191.63
11	Asphalt in Tack Coat	Ton	45.00	91.46	4,115.70
12	Class "B" Asphalt Concrete Mix	Ton	3.80	71,184	270,499.20
13	Asphalt Cement in Mix	Ton	30.50	4,101.05	125,082.03
20	Adjusting Inlets	Each	200.00	4	800.00
22	Extra for A.C. Concrete Approach	Each	50.00	2	100.00
28	Type 3 Fence	Rod	25.00	83	2,075.00
29	Removal of Existing Sign Installation	All	Lump Sum	All	1,328.00
30	Sign Support Footings	All	Lump Sum	All	3,800.00
31	Breakaway Sign Posts	All	Lump Sum	All	13,075.75
32	Single Sign Supports	All	Lump Sum	All	750.00
33	Painted Wood Sign Posts	All	Lump Sum	All	906.00
34	Type "A" & "B" Signs in Place	Sq. Ft.	7.38	1,754.6	12,948.94
35	Type "C" & "D" Signs in Place	Sq. Ft.	3.90	449	1,751.10
36	Type "E", "F" & "G" Signs in Place	Sq. Ft.	4.15	70.2	291.33
38	Thermoplastic Pavement Arrows	Each	80.00	3	240.00
			SUBTOTAL		$878,093.78
30602	Type 2-A Guard Rail	Lin. Ft.	6.60	1,635	10,791.00
30701	Disposal of Excess Excavation Rock	Cu. Yd.	0.17	39,776	6,761.92
31601	Settlement of Grading Claim	All	Lump Sum	All	46,800.00
801	Flagging 94001				9,398.02
802	Horizontal Drains				2,962.48
804	Rock Bolts				21,266.79
92001	Striping				2,930.00
			SUBTOTAL		$100,910.21

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Contract 7273
Corps of Engineers Obligation

	Unit	Unit Price	Quantity	Cost
ADDITIONAL ITEMS AS PER AGREEMENT (NOT CONTRACT ITEMS)				
Stone Leveling Course	Ton	2.25	19,865	$ 44,696.25
Watering	M-Gal	3.00	319	957.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	5.80	902	5,231.60
RC 250 Asphalt in Prime Coat	Ton	55.00	139	7,645.00
120-150 Asphalt in Asphalt Macadam	Ton	50.00	445	22,250.00
RS-2 Asphalt in Asphalt Macadam	Ton	50.00	124	6,200.00
Aggregate in Asphalt Macadam	Cu. Yd.	5.80	5,908	34,266.40
Raising Guard Rail	Lin. Ft.	1.50	73,959	110,938.50
Raising Median Barrier	Lin. Ft.	2.25	12,013	27,029.25
		SUBTOTAL		$259,214.00
		TOTAL DIRECT COSTS		$1,238,217.99
		ENGINEERING		89,595.81
TOTAL CORPS OF ENGINEERS OBLIGATION				~~$1,327,831.80~~ 1,327,813.80

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Contract 7273
Total Work

No.	Item	Unit	Quantity	Unit Price	Cost
1.	Railroad Protective Costs	All	-	$ -	$ 6,000.00
2.	Temporary Protection and Direction of Traffic	All	-	-	25,500.00
3.	Clearing and Grubbing	All	-	-	80,000.00
4.	General Excavation, Uncl	Cu.Yd.	203,483.1	1.87	380,513.40
5.	Embankment in Place	Cu.Yd.	8,371.4	1.50	12,557.10
6.	Excavate Existing Surfacing	Sq.Yd.	12,174	0.35	4,260.90
7.	Finishing Roadbed & Slopes	Lump Sum	-	-	6,000.00
8.	Trench Excavation	Cu.Yd.	21.13	10.00	211.30
9.	Watering	M-Gal.	701.8	3.00	2,105.40
10.	Stone Leveling Course	Ton	23,381.92	2.25	52,609.33
11.	Asphalt in Tack Coat	Ton	140.38	45.00	6,317.10
12.	Cl. "B" Asph. Conc Mixture	Ton	163,714.443	3.80	622,114.88
13.	Asphalt Cement in Mixture	Ton	9,431.93	30.50	287,673.88
14.	12" Steel Culvert Pipe	Lin.Ft.	-	-	-
15.	24" Steel Culvert Pipe	Lin.Ft.	-	-	-
16.	48" Steel Culvert Pipe	Lin.Ft.	-	-	-
17.	24" Paved Culvert End Slopes	Each	2	150.00	300.00
18.	48" Paved Culvert End Slopes	Each	3	350.00	1,050.00
19.	Concrete Inlets, Type G-2MA	Each	-	-	-
20.	Adjusting Inlets	Each	4	200.00	800.00
21.	Concrete End Pieces	Each	-	-	-
22.	Extra for A.C. Concrete Approaches	Each	3	50.00	150.00
23.	Remove & Reinstall Guide Posts	Each	751	3.50	2,628.50
24.	Guard Rail, Type 2A	Lin.Ft.	76,013.5	2.52	191,554.02
25.	Guard Rail Terminal Anchors	Each	45	200.00	9,000.00
26.	Extra for Guard Rail Bridge Connection	Each	8	90.00	720.00
27.	Reconstruct Median Barrier	Lin.Ft.	64,522.5	3.73	240,668.93
28.	Type 3 Fence	Rod	83	25.00	2,075.00
	SIGNING				
29.	Removal of Existing Sign Installations	Lump Sum	-	-	1,600.00
30.	Sign Support Footings	Lump Sum	-	-	4,000.00
31.	Breakaway Sign Posts	Lump Sum	-	-	13,550.00

Contract 7273
Total Work

No.	Item	Unit	Quantity	Unit Price	Cost
32.	Single Sign Supports	Lump Sum	-	$ -	$ 750.00
33.	Painted Wood Sign Posts	Lump Sum	-	-	1,200.00
34.	Type "A" & "B" Signs in Place	Sq.Ft.	1,822.9	7.38	13,452.99
35.	Type "C" & "D" Signs in Place	Sq.Ft.	546	3.90	2,129.40
36.	Type "E", "F" & "G" Signs in Place	Sq.Ft.	94	4.15	390.10
37.	Type "P" Signs in Place	Sq.Ft.	11.5	6.00	69.00
38.	Thermoplastic Pavement Arrows	Each	4	80.00	320.00
			SUBTOTAL		$ 1,972,271.23
30101	DOC Rev Sign Legends	-	-	-	-
30201	Adjust Median Rail Members	Lin.Ft.	2,850	0.30	855.00
30202	Adjust Median Rail Members	Lin.Ft.	2,075	0.20	415.00
30301	12-inch Steel Culvert Pipe	-	-	-	-
30302	24-inch Steel Culvert Pipe	Lin.Ft.	54	7.10	383.40
30303	48-inch Steel Culvert Pipe	Lin.Ft.	40	23.27	930.80
30401	18-inch Steel Culvert Pipe	Lin.Ft.	16	7.00	112.00
30402	36-inch Steel Culvert Pipe	Lin.Ft.	12	16.00	192.00
30501	18-inch Paved Culvert End Slopes	Each	2	150.00	300.00
30502	36-inch Paved Culvert End Slopes	Each	1	300.00	300.00
30601	Type 2-A Guard Rail	Lin.Ft.	2,229	6.60	14,711.40
30602	Type 2-A Guard Rail	Lin.Ft.	1,635	6.60	10,791.00
30701	Disposal of Excess Exc Rock	Cu.Yd.	39,776	0.17	6,761.92
30801	DOC Spec Change GR Conn BI 26	-	-	-	-
30901	Furnish Field Lab Bldg	Each	1	500.00	500.00
31001	DOC Spec Change AC Paving	-	-	-	-
31101	Term End Sec Type III BI 21	Lump	-	-	36.00
31201	Furnish & Install Rail Members	Lin.Ft.	775	1.50	1,162.50
31301	DOC Incr Quantity BI 10	-	-	-	-
31401	Purchase Exc Rock Mtls	Ton	8,137.39	1.00	8,137.39
31402	Loading and Stockpiling	Ton	8,137.39	0.25	2,034.35
31403	Hauling	Ton	8,137.39	1.17	9,520.75
31501	Raise Guard Rail	Lin.Ft.	175	1.87	327.25
31601	Settlement of Grading Claim	Lump	-	-	46,800.00
6001	Liquidated Damages	-	-	-	(2,925.00)
6001A	Liquidated Damages Time Ext.	-	-	-	2,925.00
6002	RR Prot Cost Chargeable to Cont	Lump	-	-	(3,112.00)
			SUBTOTAL		$ 101,158.76

Contract 7273
Total Work

No.	Item	Unit	Quantity	Unit Price	Cost
801	Flagging	-	-	$ -	$ 14,602.77 ✓
802	Horizontal Drains	-	-	-	2,962.48 ✓
803	Construct Rock Berm	-	-	-	4,033.07 ✓
804	Rock Bolts	-	-	-	21,266.79 ✓
805	Debris Removal	-	-	-	2,152.95 ✓
			SUBTOTAL		$ 45,018.06 ✓
92001	Striping				$ 10,345.27 ✓
92002	Railroad Protective Cost				3,112.00 ✓
			SUBTOTAL		$ 13,457.27 ✓
			GRAND TOTAL DIRECT COST		$2,131,905.32 ✓
			ENGINEERING		154,262.76 ✓
			TOTAL		$2,286,168.08 ✓

RECEIVED
JUL 28 1972
FOR FILING

7273

July 26, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway

Your letters dated April 6 and June 23, 1972 regarding distribution of costs and charges under Contract Nos. 7273 and 7399 have been referred to me for review and reply.

I find that the agreed upon method for splitting the obligations between the State and Corps of Engineers was not adhered to in the previous billings.

We have thoroughly reviewed the contract documents and enclosed is a revised listing of Corps of Engineers' obligations for each contract based on the field construction records. Also enclosed is an explanation of the overruns and underruns.

Please review this information and if you approve of the Corps of Engineers' obligation as indicated, let us know and revised billings will be prepared. However, if there is a difference of opinion we will be happy to arrange a meeting at your convenience.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

DEK:ESH:jp:jf
Enclosures
bc:
George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
C. T. Keasey
Vern Skoog
V. D. Wolfe

RUFUS-QUINTON SECTION

COLUMBIA RIVER HIGHWAY

Contract No. 7273

Explanation of overruns and underruns of Corps of Engineers' obligations on Contract No. 7273 as shown on the attached summary sheets.

Item 4 - General Excavation

The entire quantity and cost of this item is the responsibility of the Corps of Engineers. Field notes and computations document the quantities. Because of the unstable material being excavated, it was impossible to maintain a desired bench width at the designed elevation. The bench elevation was lowered to stable material where an adequate bench width could be established. This required the removal of additional material and caused the overrun.

Item 6 - Excavate Existing Surfacing

Final remeasure notes document the quantity of this item. It was not necessary to excavate as much existing surfacing as was originally estimated; therefore, this item underran.

Item 9 - Watering

Material receipt tickets document this item. Due to an overrun of stone leveling course an increased amount of water was needed to obtain the necessary compaction.

Item 10 - Stone Leveling Course

Material receipt tickets document this item. An additional amount of material was needed to bring the shoulders to grade in areas where patching was required. This quantity was overlooked in the original estimate. An increase in authorization covering this additional material was approved by the Corps of Engineers by letter dated June 27, 1970.

Item 11 - Asphalt in Tack Coat

Material receipt tickets document this item. Tack coat shots were lighter than planned and a tack coat was not used on part of the northbound lanes for the top lift of asphaltic concrete. This caused the underrun.

Item 12 - Class B Asphaltic Concrete Mixture

Under Modification No. 5 to Contract No. DA-45-164-CIVENG-61-103, it was determined that the Corps of Engineers would pay for its obligation of the shoulder area based on a fixed amount arrived at by an agreed quantity and price for an 0-11 oil mat. The field personnel did not follow this agreement and did not split out the quantities accordingly. Since the actual quantities have not been properly split and there is no way to correctly split them now, a method has been used to split the quantities that we feel is reasonable. See Sheet A attached for the method and computations used to determine the Corps of Engineers obligation for this item. This item shows an underrun.

Item 13 - Asphalt Cement in Mixture

This item was also incorrectly split and the same is true as for Item 12. See Sheet A attached for the method and computations used to determine the Corps of Engineers obligation for this item. This item shows an underrun.

Item 22 - Extra for A.C. Concrete Approaches

Final remeasure notes document this item. One approach left of Station 657+00 was overlooked in the original estimate, and it is in the area of Corps of Engineers obligation. This item shows an overrun.

Item 28 - Type 3 Fence

Final remeasure notes document this item. The quantity of fence required was less than originally estimated and this item underran.

Item 34 - Type A and B Signs in Place

This item shows an overrun due to difference in the measurement of the sign area.

Item 36 - Type E, F, ang G Signs in Place

This item shows an overrun due to difference in the measurement of the sign area.

Price Agreement 6 - Type 2A Guard Rail

This item was approved and accepted by Corps of Engineers letter dated March 9, 1970. Final remeasure notes document quantity. This item shows an underrun.

Price Agreement 7 - Disposal of Excess Excavation

This item was approved and accepted by Corps of Engineers letter dated February 24, 1970. Final records document this item. This item shows an overrun.

Order for Extra Work 1 - Flagging

This item was an anticipated item on the original estimate and underran the cost as originally shown.

Order for Extra Work 2 - Horizontal Drains

This item was an anticipated item on the original estimate and underran the cost as originally shown.

Order for Extra Work 4 - Rock Bolts

This item was approved and accepted by the Corps of Engineers letter dated March 18, 1970. This item overran the original estimated amount. It was found that the original estimated amount was not adequate to do the job.

State Force Order 2 - Railroad Protective Costs

Bid Item 1, Railroad Protective Costs, is a Corps of Engineers obligation and was to pay the contractor an amount of money for which he would pay the premiums for railroad insurance and the costs of railroad labor and equipment for protecting railroad facilities during the life of the contract. However, the railroad company will only work with the Corps of Engineers and have billed them for railroad's labor and equipment costs. This order is to credit the Corps of Engineers for this money paid to the Railroad company and deduct the same amount from the contractor's payments.

Engineering

This item was computed on a percentage basis. See Sheet A attached for the method and computations used to determine the Corps of Engineers obligation.

DEK:mc

Form E-49-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Rufus-Quinton Section Sheet "A"

Columbia River Highway March 16, 1972

Method used to correct improperly split Items

Item # 12 Class "B" Asphaltic Concrete Mixture

Original Total Estimate = 196,314 Tons

Original Patching Estimate = - 52,117 Tons

*Net = 144,197 Tons

Original Estimated C.of.E. Share = 88,133 Tons

Original Estimated C.of E. Share = - 29,909 Tons

*Net = 58,224 Tons

Corps of Engr's share of *Net Quantities

58,224 Tons ÷ 144,197 Tons = 40.378 %

Actual total construction quantities 163,714.44 Tons

Actual total patching from weight tickets - 26,148.41 Tons

Net 137,566.03 Tons

137,566.03 Tons

x 40.378 %

55,546.41 Tons = Computed C of E share of net Quantities

+ 15,637.59 Tons = C of E share patching weight tickets

⊛ 71,184 Tons = Total C.of. E Share.

Item # 13 Asphalt Cement in Mixture

Total Asphalt Cement in Mixture = 9431.93 Tons

Total Asphaltic Concrete Mixture = ÷ 163,714.44 Tons = 5.7612%

⊛ Computed C.of E. share 71,184 Tons x 5.7612% = 4,101.05 Tons

Form [illegible]

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Rufus -Quinton Section **Sheet "A1"**

Columbia River Highway

Method used to correct improperly split costs

Engineering

	Thru 6-30-72
Total payments to Contractor	$2,121,560.05
State Force Striping	10,345.27
TOTAL =	$2,131,905.32
Total Engineering costs	$154,262.76

$154,262.76 ÷ $2,131,905.32 = 7.24%

Add. 7.24% to all contract costs for Eng'r.

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Rufus - Quinton Section
Columbia River Hwy

Item Summary

				Items of Corps Involvemen			
				Original Estimate		Actual Constr	
No.	Item	Unit	Unit Price	Quantity	Cost	Quantity	Cos
1	Railroad Protective Costs	All	Lump Sum	—	$6,000^{00}$	-	6,00
2	Temporary Protection & Direction of Traffic	All	Lump Sum	-	$25,500^{00}$	-	25.5
3	Clearing & Grubbing	All	Lump Sum	-	$80,000^{00}$	-	80,0
4	General Excavation, Unclass	Cu Yd.	1^{87}	160,986	$301,043^{82}$	203,483.1	380
6	Excavate Existing Surfacing	Sq Yd	0^{35}	11,518	$4,031^{30}$	12,174	4,26
9	Watering	M-Gal	3^{00}	215	645^{00}	701.8	210
10	Stone Leveling Course	Ton	2^{25}	12,255	$27,573^{75}$	23,381.92	526
11	Asphalt in Tack Coat	Ton	45^{00}	195	$8,775^{00}$	140^{38}	631
12	Class "B" Asphalt Conc. Mix	Ton	3^{80}	196,314	$745,993^{20}$	$163,714^{44}$	622
13	Asphalt Cement in Mix	Ton	30^{50}	10,795	$329,247^{50}$	9,431.93	287
20	Adjusting Inlets	Each	200^{00}	4	800^{00}	4	8
22	Extra For A.C. Conc. Appr.	Each	50^{00}	1	50^{00}	3	1
28	Type 3 Fence	Rod	25^{00}	92	$2,300^{00}$	83	207
29	Removal of Ex. Sign Installation	All	Lump Sum	-	$1,600^{00}$	-	1,6
30	Sign Support Footings	All	Lump Sum	-	$4,000^{00}$	-	400
31	Breakaway Sign Posts	All	Lump Sum	—	$13,550^{00}$	-	130
32	Single Sign Supports	All	Lump Sum	-	750^{00}	-	7
33	Painted Wood Sign Posts	All	Lump Sum	-	$1,200^{00}$	-	12
34	Type "A" & "B" Signs in Place	Sq. Ft.	7^{38}	1823	$13,453^{74}$	1822.9	134
35	Type "C" & "D" Signs in Place	Sq. Ft.	3^{90}	546	$2,129^{40}$	546	21
36	Type "E", "F" & "G" Signs in Place	Sq. Ft.	4^{15}	94	390^{10}	94	3
38	Thermoplastic Pvmt Arrows	Each	80^{00}	4	320^{00}	4	3
					$1,569,352^{81}$		1,507

SHEET 1 OF 3 SHEETS

nvolvement			Corps of Engineers Share						
tual Constructed			Original Estimate		Actual Constructed				
antity	Cost	Over run or Under run	Quantity	Cost	Quantity	Cost	Overrun or Underrun		
-	6,000^{00}	-	-	6000^{00}	-	6,000^{00}	-		
.	25,500^{00}	-	-	22,695^{00}	-	22,695^{00}	-		
-	80,000^{00}	-	-	2,080^{00}	-	2,080^{00}	-		
483.1	380,513^{40}	+79469^{58}	160,986	301,043^{82}	203,483.1	380,513^{40}	+79,469^{58}		
.174	4,260^{90}	+229^{60}	10,264	3,592^{40}	8392	2937^{20}	-655^{20}		
701.8	2105^{40}	+1460^{40}	162	486^{00}	304^{5}	913^{50}	+427^{50}		
381.93	52,609^{33}	+25,035^{58}	10,084	22,689^{00}	11,196^{28}	25,191^{63}	+2502^{63}	June 29 - 70 Price Agreement #13	
10^{38}	6,317^{10}	-2,457^{30}	100	4,500^{00}	91^{46}	4,115^{70}	-384^{30}		
714^{44}	622,114^{87}	-123,878^{33}	88,133	334,905^{40}	71,184.^{00}	270,499^{20}	-64,406^{20}	Changed	
431.93	287,673^{87}	-41,573^{63}	5,205	158,752^{50}	4,101^{05}	125,082^{03}	-33,670^{47}	Changed	
4	800^{00}	-	4	800^{00}	4	800^{00}	-		
3	150^{00}	+100^{00}	1	50	2	100^{00}	+50^{00}		
83	2075^{00}	-225^{00}	92	2,300^{00}	83	2,075^{00}	-225^{00}		
-	1,600^{00}	-	-	1,328^{00}	-	1,328^{00}	-		
-	4000^{00}	-	-	3,800^{00}	-	3800^{00}	-		
-	13,075^{75}	-474^{25}	-	13,075^{75}	-	13,075^{75}	-		
-	750^{00}	-	-	750^{00}	-	750^{00}	-		
-	1200^{00}	-	-	906^{00}	-	906^{00}	-		
22.9	13452^{99}	-0^{75}	1754^{5}	12,948^{21}	1754^{6}	12948^{94}	+0^{73}		
546	2,129^{40}	-	449	1751^{10}	449	1751^{10}	-	changed	
94	390^{10}	-	69^{92}	290^{17}	70^{2}	291^{33}	+1^{16}		
4	320^{00}	-	3	240^{00}	3	240^{00}	-		
	1,507,038^{11}	-62,314^{70}		894,983^{35}		878,093^{78}	-16,889^{57}		

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Rufus + Quinton Section
Columbia River Highway

Item Summary Showing

					Items of Corps Involveme			
					Original Estimate		Actual Cos	
No.	Item		Unit	Unit Price	Quantity	Cost	Quantity	Co
30602	P.A.#6 Type 2A Guard Rail	3-9-70	Lin Ft.	6^{60}	1639^{5}	$10,820^{70}$	1635	10,7
30701	P.A.#7 Disposal of Excess Excav	2-24-70	Cu Yd	0^{17}	34,000	$5,780^{00}$	39,776	676
16	P.A.#16 Settlement of Grading Claims	8-23-71	Lump Sum			$46,800^{00}$		46,8
	Order for Extra Work							
801	F.A.#1 Flagging	8-6-69	Anticipated Item			$28,500^{00}$		14,60
802	F.A.#2 Horizontal Drains	8-6-69	Anticipated Item			$6,000^{00}$		2,96
804	F.A.#4 Rock Bolts	3-18-70				$19,700^{00}$		21,2
	State Force Orders							
92001	S.F.O.#1 Striping	8-14-69	Anticipated Item			$5,000^{00}$		10,20
92002	S.F.O.#2 Railroad Protective Costs							-3,11
						$122,600^{70}$		110,2
	Summary of Contract items					$1,691,953^{51}$		1,617
		Engineering						117
	Total Costs							$1,734

9

SHEET 2 **OF** 3 **SHEETS**

volvement			Corps of Engineers Share						
tual Constructed			Original Estimate		Actual Constructed				
antity	Cost	Overrun or Underrun	Quantity	Cost	Quantity	Cost	Over run or Underrun		
35	10,791^{00}	-29^{70}	1639^{5}	10,820^{70}	1635	10,791^{00}	-29^{70}		
776	6761^{92}	+981^{92}	34,000	5,780^{00}	39,776	6,761^{92}	+981^{92}		
	46,800^{00}			46,800^{00}		46,800^{00}			
	14,602^{77}	-13,897^{23}	-	13,860^{00}	-	9398^{02}	-4,461^{98}		
	2,962^{48}	-3,037^{52}	-	6,000^{00}	-	2,962^{48}	-3,037^{52}		
	21,266^{79}	+1,566^{79}	-	19,700^{00}	-	21,266^{79}	+1566^{79}		
	10,205^{51}	+5,205^{51}		2930^{00}	-	2930^{00}		Request for increase in s.Th allowance disapproved by Corps June 2-70	
	-3,112^{00}	-3112^{00}				-3112^{00}	-3112^{00}		
	110,278^{47}	-12,322^{23}		105,890^{70}		97798^{21}	-8092^{49}		
	1,617,316^{58}	-74636^{93}		1,000,874^{95}		975,891^{99}	-24,982^{06}		
	117,093^{72}					70,654^{58}			
	$ 1,734,410^{30}					$ 1,046,596^{57}			

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Rufus - Quinton Section
Columbia River Highway

Item Summary

				Items of Corps Involvem			
				Original Estimate		Actual Const	
No	Item	Unit	Unit Price	Quantity	Cost	Quantity	Co
	Additional Items as per Agreement						
	Stone Leveling Course	Ton	2^{30}				
	Watering	M-Gal	3^{00}				
	3/4"-0 Aggregate in Prime Coat	Cu Yd	5^{80}				
	R.C. 250 Asphalt in Prime Coat	Ton	55^{00}				
	120-150 Asph. in Asph Macadam	Ton	50^{00}				
	RS-2 Asph in Asph Macadam	Ton	50^{00}				
	Aggregate in Asph Macadam	Cu Yd	5^{80}				
	Raising Guard Rail	Lin. Ft.	1^{50}				
	Raising Median Barrier	Lin Ft	2^{25}				

12½ % Engineerin

Total cost to Corps for addit. items as per agreement

Total cost to Corps for actual construction items

Total Cost to Corps

SHEET 3 OF 3 SHEETS

Involvement			Corps of Engineers Share						
tual Constructed			Original Estimate		Actual Constructed				
uantity	Cost	Overrun or Underrun	Quantity	Cost	Quantity	Cost	Overrun or Underrun		
			19,865	45,689^{50}		45,689^{50}			
			319	957^{00}		957^{00}			
			902	5,231^{60}		5,231^{60}			
			139	7,645^{00}		7,645^{00}			
			445	22,250^{00}		22,250^{00}			
			124	6,200^{00}		6,200^{00}			
			5,908	34,266^{40}		34,266^{40}			
			73,959	110,938^{50}		110,938^{50}			
			12,013	27,029^{25}		27,029^{25}			
				260,207^{25}		260,207^{25}			
gineering & Contingencies				32,525^{91}		32,525^{91}			
eement				292,733^{16}		292,733^{16}			
items						1,046,546^{57}			
						#1,339,279^{73}			

RECEIVED
APR 12 1972

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

7273
NPWCO-CA

6 April 1972

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Porter:

Reference is made to Invoices Nos. 107213, 108302, 108578, and 107587, which have been submitted for payment. Payment of these invoices is being withheld for lack of proper distribution of costs and charges for overruns. Charges are being made that result in an amount in excess to the monetary obligation of the Government on your Contract No. 7399 (copy of the obligation letter inclosed for your convenience).

As an example, on Contract No. 7399, and with reference to the sheet entitled "Quantity Summary and Cost Estimate Corps of Engineers Obligation," for Item 7, Class "B" Asphaltic Concrete Mix, the Government has been billed for the cost of 23,283 ton above the 145,942 ton of the quantity for that item. Similar overruns were also billed under your Contract No. 7273.

It appears that there has been a duplication of charges for the "Additional Items as per Agreement (Not Contract Quantities)" (Sheet 2 of the Summary).

Several telephone calls to your Salem Office have failed to produce sufficient clarification of the discrepancies noted on the referenced invoices.

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OFFICE OF
STATE HIGHWAY ENGINEER

4-11-72
TAA

Justification for such overruns has not been submitted and payments cannot be made without proper documentation and approval by the Contracting Officer.

Your attention to this matter will be greatly appreciated.

Sincerely yours,

BERTRAM W. HOARE
Authorized Representative
of the Contracting Officer

1 Incl
Cy CO ltr dtd 22 Jun 70

RECEIVED
FORM E-30

FOR FILING

I-8011-3(5)
7273

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972

SUBJECT:

To:

Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

NOTED
F. B. KLABOE

The Claims Review Board met six times in 1971. Six new claim matters were considered and three of these did not have the contractor present but were to review settlments recommended by the Construction Section. The contractor was present to present his case on the other three new matters taken up in 1971 (Fountain Slide, Wilsonville-Hubbard and Fremont Superstructure). The West Linn Bridge claims were first presented in 1970 but were considered further in 1971.

When 1971 ended, there were unresolved items on three projects which have been before the Board. A list of these is attached.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

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JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SUMMARY OF 1971 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
24	Willamette River (West Linn) Bridge - Painting	$177,180.76	$18,500	No
24 (a)	Willamette River (West Linn) Bridge - Temp. Bracing	$ 36,849.30	Denied	-
27	Fountain Slide Section	$329,067 (T)	Denied	Filed lawsuit
28 C	Rufus-Quinton	$ 93,252.59	$46,800 C	Yes
29	Wilsonville Interchange - Hubbard Interchange	$353,792 (T)	Denied	-
30 C	Lime Section	$ 10,852.54	$ 6,500 C	Yes
31	Fremont Bridge Super-Structure Time Only	448 days (T) = $448,000	162 days *	-
32 C	Siuslaw River (Mapleton) Bridge	$ 35,388.61	$24,364.62 C	Yes

* Part of claim still under consideration.

C Reviewed a Staff level recommendation - contractor not present.

T Claim includes some time liquidated damages.

JAB:fw
1-10-72

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT NO. 7124 - Fremont Bridge Piers

PKS Company submitted additional material dated December 21, 1971. (Being reviewed in field.)

CONTRACT NO. 7105 Willamette River (West Linn) Bridge

Box girder and wage escalation claims. Audit report is now available. Four-part grading claim is not answered. Painting claim is in court.

CONTRACT NO. 7276 Fremont Bridge Superstructure

Interim extension was granted for 162 days out of 448 days requested. Balance associated with casting problems to be researched by Mr. Lindas.

JAB:fw
1-10-72

RECEIVED
AUG 30 1971
FOR FILING

I-80N-3(58)108
7273

August 30, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $46,800 will be made to J. C. Compton Company and C. L. Compton on Contract No. 7273 for work on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $2,118,448.03 including the post-final payment. Of the total, $45,018.06 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc J. C. Compton Company and
C. L. Compton
P. O. Box 86
McMinnville, Oregon 97128

bc Frank Morgan
Ivan Merchant

V. E. Skoog
Attn: John Herr
J. F. Putnam
H. S. Coulter

RECEIVED
AUG 19 1971
FOR FILING

I-80N-3(58)108
7273

August 17, 1971

Mr. Arnold W. Seeberg
Blue Mountain Community College
Post Office Box 100
Pendleton, Oregon 97801

121

Dear Mr. Seeberg:

This is in reply to your letter of July 29 concerning damage to your car on I-80N west of Boardman on May 13.

The work in this area was under contract to J. C. Compton Company, who would be responsible for any damages incurred. Please send your claim directly to them, Post Office Box 86, McMinnville 97128.

Very truly yours,

R. L. Porter
State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

WA:ib mc

bc R. L. Porter
Tom Edwards
F. D. Morgan
R. N. Bothman
L. I. Lindas

Wallace W. McCrea, President
215 Southwest First
276-1166

Dean's Office

Blue Mountain Community College
2410 N.W. Carden P.O. Box 100 Pendleton, Oregon 97801 Area 503 276-1260

July 29, 1971

Edwards
Heater – Pls handle
cy Edw
7-30-71

Mr. Roderick L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

On the afternoon of May 13, 1971, my 1970 Cadillac was scratched by a worker during road repairs about 12-15 miles west of Boardman on 80N. I was passing through cautiously, in the midst of a row of cars going west, when one of the men with a long metal-handled tool backed up just as I was passing and scraped the left rear fender of my car with the metal handle. Apparently he wasn't aware that cars were flagged to go through, or wasn't aware of how far back of him the handle was protruding.

I stopped the car, and one of the two passengers in my car found the project supervisor, who inspected the damage and promised to notify the insurance company. He told us that the insurance company would contact me. I have not yet heard from them, and would like to know what steps I must take to have this rather minor damage repaired.

Thank you for your assistance.

Sincerely,

Arnold W. Seeborg

Arnold W. Seeborg

AWS/co

MAINTENANCE ENGINEER
RECEIVED
AUG 2 1971
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ MS ☐ AA ☐ FILE ☐ TA

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1971
FOR FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

~~NPWCO-CA~~
I-80N-3(37)
7275

9 July 1971

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

[illegible]
7-19-71

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 28 June 1971 concerning your proposed settlement of the Contractor's claim for increased costs under your Contract No. 7273.

I concur with the terms of settlement and agree to complete reimbursement for this additional Government obligation.

Sincerely yours,

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
Contracting Officer

NOTED
A. E. JOHNSON

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
JUL 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

NOTED
TOM EDWARDS

RECEIVED
JUN 29 1971
FOR FILING

I 80N-3(59)108
7273

June 28, 1971

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, WA 99362

Dear Sir:

Re: DA-45-164-CIVENG-61-103
Rufus-Quinton Section
Contract No. 7273
Claim Adjustment

The contractor (Compton) on behalf of his grading subcontractor (White Bros.) made a claim for an additional $93,252.29. This was based on 67 cents per yard additional on 139,776 cubic yards of excavation performed under Bid Item 4 in the slope benching area, Station 318 to 330, which is Corps' participating.

The project included a bid quantity of 160,986 cubic yards of excavation, all to widen and bench an existing rock cut and provide a fallout area. The typical section called for two benches of 30-foot normal width. As the work progressed, a problem was encountered with quantities of the rock falling out below the work level, leaving it much less than 30 feet in width in places to the extent that in several instances the contractor's equipment was stranded. This was not due to the method of shooting. On October 24, 1969, the Accident Prevention Division of the Workmen's Compensation Board stopped the contractor's work in one area due to the hazard.

To overcome this, the bench grade was lowered in places to a new catch and the contractor, in effect, re-pioneered through narrow areas at comparatively slow rates of production. The excavation item overran 26 percent, or 42,000 cubic yards, due mainly to the changed bench grades. The instability of the rock cut resulting in typical section change with a loss of production is the basis for the claim and the adjustment we now recommend.

Meetings were held at the field level with the contractor and his representatives and with your representatives, all culminating in a meeting in our Salem office last Friday with the contractor's representative. At this meeting, a compromise settlement was reached which we believe to be equitable.

Under this compromise, the quantity of material eligible for adjustment is 117,000 cubic yards. This is the quantity of material through the middle zone of the cut where the problem of intermittently less than 30-foot bench levels was encountered. A typical section depicting this adjustment volume is attached. This is the area through which the contractor's production could have been expected to have been the best, but analysis of the weekly average production during the project shows little change. After the upper pioneering was done, a workable width for dozers and drills could have been expected and a steady excavation cycle pursued on down to the planned grades. The compromise adjustment per cubic yard through this zone is 40 cents per cubic yard, making the amount of adjustment $46,800. This 40 cents per cubic yard represents about 38 cubic yards per hour average loss of production on the adjustment quantity, which we believe is reasonable.

Mr. Sawyer discussed this proposed settlement with your Mr. Pulver on June 21, 1971. We now seek your formal concurrence and agreement to complete reimbursement to the State.

Very truly yours,

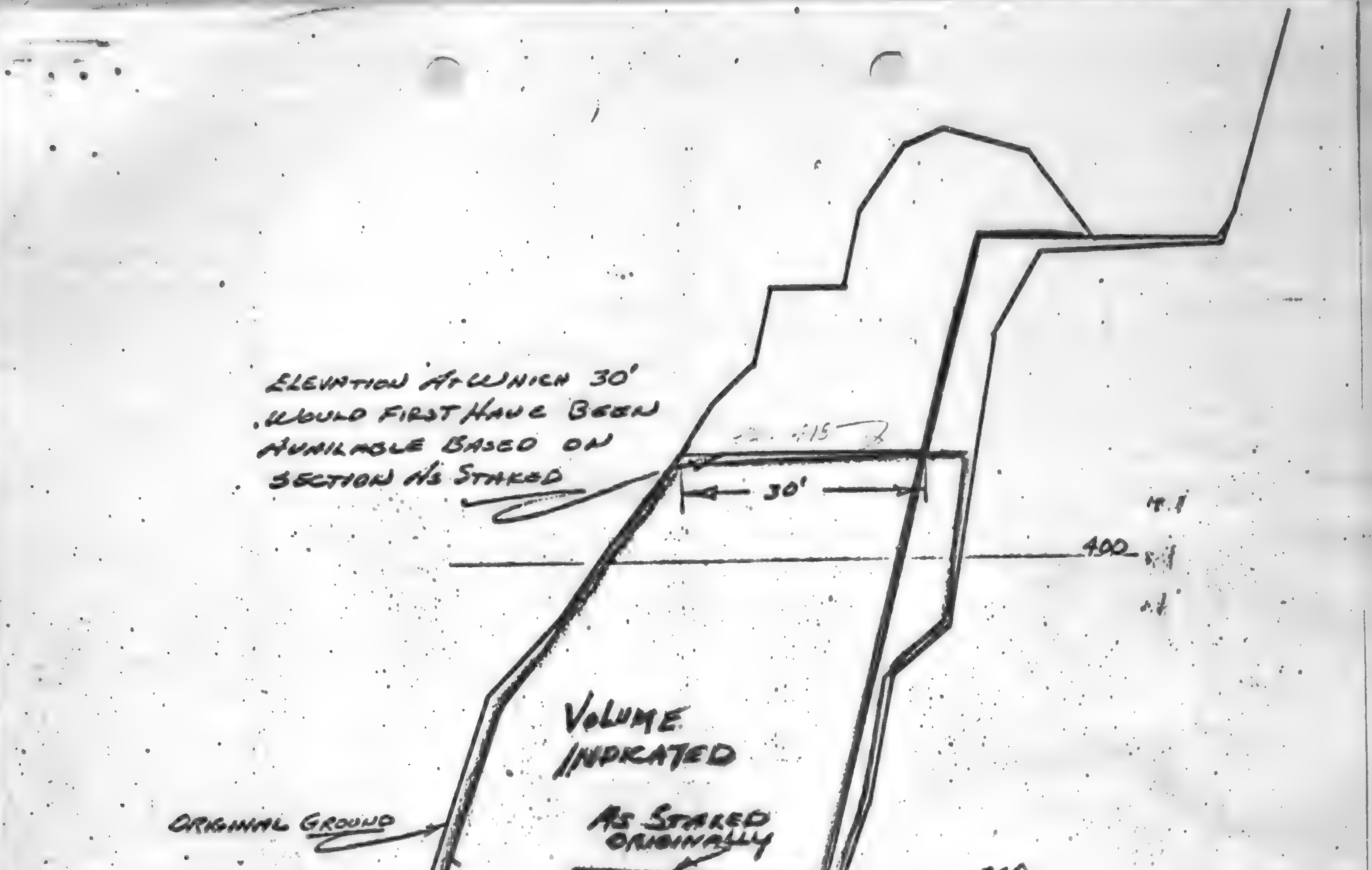
R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachment
cc R. L. Porter
Tom Edwards
F. D. Morgan
J. F. Putnam

JAB:fw ms


ELEVATION AT WHICH 30' WOULD FIRST HAVE BEEN AVAILABLE BASED ON SECTION AS STAKED
415
30'
400
VOLUME INDICATED
ORIGINAL GROUND
AS STAKED ORIGINALLY
360
FINAL REMEASURE
345
ELEVATION AT WHICH 30' WAS AVAILABLE DUE TO TALUS MATL.
30'
INTERMEDIATE REMEASURE
300

RUFUS-QUINTON SECTION
ROCK EXCAVATION
COLUMBIA RIVER HWY

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1971

SUBJECT: Rufus-Quinton Section
Contract No. 7273
Claim Adjustment

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The contractor (Compton) on behalf of their grading subcontractor (White Bros.) made a claim for an additional $93,252.29. This was based on 67 cents per yard additional on 139,776 cubic yards.

This project included a bid quantity of 160,986 cubic yards of excavation all to widen and bench an existing rock cut and provide a fallout area. The typical section called for two benches of 30-foot normal width. As the work progressed, a problem was encountered with quantities of the rock falling out below the work level leaving it much less than 30-feet in width in places to the extent that in several instances the contractor's equipment was stranded. This was not due to the method of shooting. On October 24, 1969, the Accident Prevention Division of the Workmens Compensation Board stopped the contractor's work in one area due to the hazard.

To overcome this, the bench grade was lowered in places to a new catch and the contractor in effect re-pioneered through narrow areas at comparatively low rates of production. The excavation item overran 26 percent or 42,000 cubic yards. The instability of the rock cut resulting in less than 30-foot benches at their planned grades and a loss of production is the basis for the claim and the adjustment we now recommend.

Meetings were held at the field level with the contractor and his representatives and with Corps of Engineers representatives (this is in a Corps participating area of the project), all culminating in a meeting in our office last Friday with the contractor's representative, the Resident and Regional Engineers, and Mr. Lindas. At this meeting, a compromise settlement was reached which we believe to be equitable. Under this compromise, the quantity of material eligible for adjustment is 117,000 cubic yards.

This is the quantity of material through the middle zone of the cut where the problem of intermittently less than 30-foot bench levels was encountered. This is the area through which the contractor's production could have been expected to have been the best. After the upper pioneering was done, a workable width for dozers and drills could have been expected and a steady excavation cycle pursued on down to the planned grades. The compromise adjustment per cubic yard through this zone is 40 cents per cubic yard, making the amount of the adjustment $46,800. This 40 cents per cubic yard represents about 38 cubic yards per hour loss of production, which we believe is reasonable.

Mr. Sawyer talked with the Corps of Engineers representative, Mr. Pulver, on June 21, 1971 to informally advise them of this possible compromise. The indication obtained from this telephone contact is that the Corps will be agreeable, so we are to the point that it must be formally submitted to them. The attached rough draft is for this purpose. With the formal concurrence of the Corps agreeing to 100 percent participation in the adjustment, we would then enter into a Price Agreement with the contractor.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Attach.

RECEIVED
JUN 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

J. B. Klaboe

RECEIVED
NOV 30 1970

RECEIVED
FOR FILING
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N (...) 106

7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1970

To: MEMO TO THE FILE

SUBJECT: Contract 7273, Rufus-Quinton Section
Corps of Engineers Contract
DA-45-164 CIVENG-61-103

This contract covers two Federal-aid projects on I-80N, and each of these include portions which are the responsibility of the Corps of Engineers.

Regular billings, based on our recorded costs, have been paid by the Corps up to and including Contractor's Estimate No. 12 in June 1970. After that time, another Corps auditor has become responsible for audit of our billings. He is withholding approval of payment of our last two billings, which total $198,268.66, pending answers to questions he has raised. Some of these are due to his lack of knowledge about our cost system, while others concern the financial responsibility limit of the Corps, and limits of the amounts for some of the contract items. (SEE NOTE BELOW)

Because of his questions, an analysis has been made on this project as it relates to Corps responsibility. Records in General Files, Construction Section, and Accounting Section have been studied.

The approved Corps financial limit appears to be as follows:

Original amount, per attached Quantity Summary and Cost Estimate	$1,325,228.18
Price Agreement 6 - Type 2-A guardrail	10,820.70
Price Agreement 7 - Disposal excess excavated material	5,780.00
Extra Work Order 4 - Furnish and install rock bolts	11,410.00
Extra Work Order 1, Supp. 1-19 additional rock bolts	8,290.00
Total	$1,361,528.88
Actual costs to October 31, 1970:	
Final contract items, including price agreements and extra work orders (per final estimate No. 16 not yet paid to contractor)	$1,076,657.65
Traffic lines (State force)	5,359.53
Engineering	77,882.02
Difference between 0-11 and AC for shoulders	260,207.25
Total	$1,420,106.45
Excess of cost over agreement	$ 58,577.57

Note - Payment of $171,521.44 was received 11/25, making total payments received $1,353,297.50. Billed but unpaid $26,747.22.

The difference is the accumulation of overruns and underruns in various items detailed as follows:

Contract Item 4 - General Excavation, Unclassified

In the area of stations 319 to 325, problems were encountered which required more excavation than estimated. Corps personnel were aware of this, approved the corrective steps to be taken, approved additional funds for disposing the excess, but no approval was found for increase for the additional excavation.

Estimate	160,986	cu. yds. @ $1.87	$301,043.82	
Final	203,483.1	cu. yds.	380,513.40	
Overrun				$79,469.58

Contract Item 6 - Excavate Existing Surfacing

Estimate	10,264	sq. yds. @ $0.35	$ 3,592.40	
Final	8,392	sq. yds. @ $0.35	2,937.20	
Underrun				($ 655.20)

Contract Item 9 - Watering

Estimate	162	M-gals. @ $3.00	$ 486.00	
Final	304.5	M-gals. @ $3.00	913.50	
Overrun				$ 427.50

Contract Item 10 - Stone Leveling Course

The total original estimate was increased by 11,130 tons and $25,042.50 by Price Agreement 13, but no record was found of a request to the Corps to increase its amount; possibly because only a small part of the increase was in the Corps' area.

Estimate	10,084	tons @ $2.25	$ 22,689.00	
Final	11,196.28	tons @ $2.25	25,191.63	
Overrun				$ 2,502.63

Contract Item 11 - Asphalt in Tack Coat

Estimate	100	tons @ $45.00	$ 4,500.00	
Final	91.46	tons @ $45.00	4,115.70	
Underrun				($ 384.30)

Contract Item 12 - Class "B" Asphalt Concrete Mixture

Estimate	88,133	tons @ $3.80	$334,905.40	
Final	97,730.433	tons @ $3.80	371,375.64	
Overrun				$36,470.24

Contract Item 13 - Asphalt Cement in Mixture

Estimate	5,205 tons @ $30.50	$158,752.50	
Final	5,630.48 tons @ $30.50	171,729.65	
Overrun			$12,977.15

Contract Item 22 - Extra for A.C. Concrete Approaches

Estimate	1 @ $50.00	$ 50.00	
Final	2 @ $50.00	100.00	
Overrun			$ 50.00

Contract Item 28 - Type 3 Fence

Estimate	92 rods @ $25.00	$ 2,300.00	
Final	83 rods @ $25.00	2,075.00	
Underrun			($ 225.00)

Contract Item 34 - Type "A" & "B" Signs in Place

Estimate	1,754.5 sq. ft. @ $7.38	$ 12,948.21	
Final	1,754.6 sq. ft. @ $7.38	12,948.94	
Overrun			$ 0.73

Contract Item 35 - Type "C" & "D" Signs in Place

Estimate	449 sq. ft. @ $3.90	$ 1,751.10	
Final	413 sq. ft. @ $3.90	1,610.70	
Underrun			($ 140.40)

Contract Item 36 - Type "E", "F" & "G" Signs in Place

Estimate	69.92 sq. ft. @ $4.15	$ 290.17	
Final	70.20 sq. ft @ $4.15	291.33	
Overrun			$ 1.16

Price Agreement 6 - Type 2-A Guardrail

Estimate	1,639.5 l. ft. @ $6.60	$ 10,820.70	
Final	1,635.0 l. ft. @ $6.60	10,791.00	
Underrun			($ 29.70)

Price Agreement 7 - Disposal of Excess Excavated Rock
This covered the additional excavation necessary in the area from station 319 to 325.

Estimate	34,000 cu. yds. @ $0.17	$ 5,780.00	
Final	39,776 cu. yds. @ $0.17	6,761.92	
Overrun			$ 981.92

Extra Work Order 1 - Flagging

Estimate	$13,860.00	
Final	9,398.02	
Underrun		($ 4,461.98)

Extra Work Order 2 - Horizontal Drains

Estimate	$ 6,000.00	
Final	2,962.48	
Underrun		($ 3,037.52)

Extra Work Order 4 - Rock Bolts
This was in the problem area, stations 319 to 325.

Estimate	$19,700.00	
Final	21,266.79	
Overrun		$ 1,566.79

State Force Order 278-1 - Traffic Lines
The Corps rejected our request to increase its limit for this item.

Estimate	$ 2,930.00	
Final	5,359.53	
Overrun		$ 2,429.53

Engineering and Contingencies - estimate	$147,247.58	
Final engineering (Tentative to 10/16/70)	77,882.02	
Underrun		($ 69,365.56)

Additional miscellaneous charges can be expected which would increase the total overrun to an estimated $60,000.00. The final audit by Corps auditors can also increase this amount through disallowance of certain items.

It seems that the Corps should be requested to increase the amount of its limitation to provide reimbursement in full for costs of work in its area of responsibility.

The greatest overruns are in contract items 4, 12 and 13.

V. E. Skoog
Controller

By:

D B Taylor
D. B. Taylor
Assistant Controller

cc: F. B. Klaboe ✓
F. D. Morgan
L. H. Young
Frank Hall

DBT:bg

RECEIVED
NOV 18
FOR FI

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-3(58)108

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

727

DATE: November 10, 1970

In reply refer to: 08-35-DB/439.1

FROM R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Construction Signing and Traffic Control

contract

During the past construction season our Area Engineers inspected five projects on the subject phase of our inspection-in-depth program. The projects inspected were: I-80N-3(58)108 and I-80N-4(20)112, I-5-2(64)73, I-5-3(86)121, I-80N-6(42)256, F-181(23), and F RF-156(19). You have been furnished copies of the reports covering each inspection.

No significant deficiencies were found on this series of inspections. Our conclusion is that contract provisions for construction signing are generally quite thorough and are being applied on the project in a conscientious manner. You are encouraged to maintain the high standards you have set for the guidance of traffic through highway construction projects.

11-13-70
copy to [illegible]
for info

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1970

FOR FILING

I-80N-3(58)108
7273

October 8, 1970

J. C. Compton Co & C. L. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission at its meeting on September 30, 1970 granted your request for a 39 calendar workday time extension, without assessment of liquidated damages, for completion of the early-phase work on the Celilo-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties, Contract No. 7273.

Very truly yours,

Lloyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. L. Skoog
J. F. Putnam
H. S. Coulter
J. S. Sawyer
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 25, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(58)108 & I-80N-4(20)112
Rufus-Quinton Section, Columbia River Highway
Request for Time Extension

By letter of August 11 Mr. Johnson requested concurrence in a recommended 39-calendar-workday time extension for the early phase work on subject project.

The additional time is justified on the basis of an overrun in quantity of excavation and a delay in the work over a holiday weekend. I concur in extending the early phase time by 39 calendar workdays on this project.

cc:
Region(08-00.3)

8-28 Copy of Construction

Johnson

NOTED
TOM EDWARDS

NOTED
A. L. JOHNSON

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

19 August 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Al Johnson

Dear Mr. Porter:

Reference is made to your letter dated 11 August 1970 regarding a request for a time extension to your Contract No. 7273.

I concur in your recommendation of a 39-calendar-workday time extension for the early phase of the work.

Sincerely yours,

Robert J. Giesen
ROBERT J. GIESEN
Colonel, CE
Contracting Officer

NOTED
A E JOHNSON

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

8-27
Copy to Construction

NOTED
TOM EDWARDS

RECEIVED
AUG 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

August 11, 1970

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Contract No. 7273
Rufus-Quinton Section
Columbia River Highway
FAP Nos. I-80N-3(38)108 and
I-80N-4(20)112
Request for Time Extension

J. C. Compton Company and C. L. Compton, contractor on the subject project, has submitted a request for a 39-calendar-workday time extension on the early phase completion requirement on this project. The request is based on overrun of excavation quantities, an ordered holiday weekend delay, and an interruption imposed by State Accident Insurance authorities.

This early phase work at the westerly end of the project involved closing the freeway eastbound lanes and carrying all traffic on a temporary two-way pattern on the westbound lanes. For this reason, a time limitation was imposed to minimize the duration of this isolated restriction on freeway travel and encourage prompt completion. Two benches were required through the rock cut area and some of the material at bench level fell out requiring changes in the bench grade, removal of additional quantities, and some slower production. The General Excavation bid quantity of 161,000 yards overran about 42,000 yards or 26 percent. On just a time-quantity basis, an additional 33 calendar workdays are justified.

The Engineer placed restrictions on the contractor's work during the heavy July 4 holiday weekend as a safety measure to protect the traveling public. Consequently, the contractor, who intended to detour traffic from the eastbound two lanes on July 3, was delayed until July 7. An additional four days would be justified.

The required completion for the early phase work was 135 calendar workdays. The contractor completed the work in 174 calendar workdays. We recommend a 39-calendar-workday time extension which will eliminate the assessment of liquidated damages. The required completion for all work under the project was 330 calendar workdays, and the work was actually completed in 299 calendar workdays.

May we have your concurrence in our recommendation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam

JAB:VG:fw sr

August 11, 1970

Mr. Robert J. Giesen
Contracting Officer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Mr. Giesen:

Re: DA-45-164-CIVENG-61-103
Rufus-Quinton Section
Columbia River Highway
Oregon Contract No. 7273
Request for Time Extension

We have received from J. C. Compton Company and G. L. Compton, contractor on the subject project, a request for a 39-calendar-workday extension on the early phase completion requirement for this project. The contractor's claim is based on an overrun of excavation quantities, work curtailment for weekend traffic, and an interruption ordered by State Industrial Accident authorities.

This early phase completion requirement was included in the contract to minimize the duration of the closing of the two eastbound freeway lanes and resultant temporary two-way traffic pattern on the westbound lanes due to rock cut widening and bench work at the westerly end of the project.

Two benches were required through the rock cut area and some of the material at bench level fell out requiring changes in bench grade, removal of additional quantities, and some slower production. The General Excavation bid quantity of 161,000 yards overran approximately 42,000 yards or 26 percent. On just a time-quantity basis, an additional 35 days are justified. The engineer placed restrictions on the contractor's work during the July 4 holiday weekend as a safety measure for the traveling public. An additional four days are justified.

The reasons listed above amount to 39 calendar workdays. The required completion time for the early phase work was 135 calendar workdays. The contractor completed it in 174 calendar workdays. The entire project had a required completion time of 350 calendar workdays and the work was actually completed in 299 calendar workdays.

We recommend a 39-calendar-workday time extension on the early phase. This will eliminate an assessment of liquidated damages in the amount of $2,925.

May we have your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam

JAB:VG:fw sr

The reasons listed above amount to 39 calendar workdays. The required completion time for the early phase work was 135 calendar workdays. The contractor completed it in 174 calendar workdays. The entire project had a required completion time of 330 calendar workdays and the work was actually completed in 299 calendar workdays.

We recommend a 39-calendar-workday time extension on the early phase. This will eliminate an assessment of liquidated damages in the amount of $2,925.

May we have your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam

JAB:VG:fw sr

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1970

SUBJECT: Rufus-Quinton Section
Contract No. 7273
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

J. C. Compton Company requests a 39-day extension of time on the early phase completion requirement for this project. This requirement was that all slide area reconstruction work be completed within 135 calendar workdays. The contractor cites quantity overrun, weekend restrictions for the benefit of traffic safety, and an ordered shutdown by State Accident Insurance representatives.

This was the rock cut widening and benching work at the westerly end of the project which involved closing the eastbound lanes of the freeway past the work area and carrying all traffic on a temporary two-way pattern on the other two lanes. This time limitation was imposed to minimize the duration of this isolated restriction on the freeway and encourage prompt completion. The majority of the total contract was for paving, overlay and guardrail revision through a much longer section.

Some problems were encountered by the contractor in accomplishing this early phase grading. This work may be still involved in a claim from the contractor. Two benches were required through the rock cut area and some of the material at bench level fell out requiring changes in the bench grade, removal of additional quantities and some slower production. The bid quantity of 161,000 yards actually overran about 42,000 yards or 26 percent. On just a time-quantity basis, this would justify an additional 35 days. A four-day restriction on the contractor's operations was imposed over the July 4 weekend for traffic safety and extension for this time is justified.

The early phase was actually completed in February of this year with 39 days liquidated damages (up to the winter dormant no count period which started December 1) at the rate of $75 per day for a total of $2,925. The overall completion requirement on the project was 350 calendar workdays and it was actually completed July 6, 1970 with only 299 days charged.

We recommend a 39-day extension on the early phase as requested. This will delete all liquidated damages. This project had financing from both Bureau of Public Roads and the Corps of Engineers. Rough draft letters to the Corps of Engineers, the Bureau of Public Roads and the Highway Commission are enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Phone 472-5070
Area Code 503

J. C. COMPTON COMPANY

P. O. BOX 86
McMINNVILLE, OREGON 97128

June 24, 1970

J. S. Sawyer
Oregon State Highway Dept.
Seufert Park Road
The Dalles, Oregon

Re: OSHD 7273
Time Extension
Unit "A"

Dear Mr. Sawyer,

With this letter we are submitting for your consideration a request for 39 additional days on the "A" portion of the above numbered project. Our reasons for this request are as follows:

1. Due to traffic conditions on certain holiday week-ends our work schedule was impaired. Also because of the week-end traffic and the hazard of blasting causing slides, we could not blast on Fridays due to possible road closures.

2. Because of the highly fractured rock underlying our cut areas we continued to have narrower benches as we brought the cut down. The above problem caused the State Industrial Accident Commission to shut down our operations until they were satisfied as to the safety of the workmen.

3. In providing for additional bench room the elevation of the final bench section was lowered causing additional excavation in the amount of approximately 50000 cu. yds. more than the original contract.

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay

RECEIVED
OCT 5 - 1970
FOR FILING

I-80N-3(58)108
7273

October 5, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 1, 1970, we wrote to you concerning release of final payment on Contract No. 7273 awarded to J. C. Compton Co. and O. L. Compton for work on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties.

Final payment on this contract is $64,669.69 and the total contract amount is $2,071,648.05 including $45,018.06 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc J. C. Compton Co.
and O. L. Compton
P. O. Box 86
McMinnville, Oregon 97128

Frank Morgan
Ivan Merchant
J. F. Putnam
V. E. Shoog
Attn: John Kerr

RECEIVED
OCT 1 - 1970
FOR FILING

I-80N-3(58)108
7273

October 1, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 6, 1970, on Contract No. 7273. The contract was with J. C. Compton Co. and C. L. Compton and was for grading, paving and signing on the Rufus-Quinton Section on the Columbia River Highway in Sherman and Gilliam Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 1, 1970, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
Y. E. Skoog
L. H. Young
J. F. Putnam
H. S. Coulter

ms sr

RECEIVED
SEP 1 - 1970
FOR FILING

I-80N-3(58)107
7273

August 31, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 4
September 29, 1970 Meeting

Gentlemen:

J. C. Compton Company and G. L. Compton has requested a 39-calendar workday time extension for the completion of the early phase work on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties, Contract No. 7273. The contractor cites overrun of quantities, a holiday weekend delay, and an interruption imposed by State Accident Insurance Fund (Industrial Accident) authorities.

The early phase required completion of all slide area reconstruction within 135 calendar workdays. The reconstruction involved rock cut widening and benching work throughout the rock cut area. Fallout of material at bench level required changes in bench grade and resulted in a 26 percent overrun in excavation. This justifies a 35-day time extension. In consideration for the safety of the traveling public, restrictions were placed on the contractor's work during the July 4 holiday weekend. The interuption of the contractor's work schedule justifies an additional 4 days.

The above reasons justify a total of 39 calendar workdays extension on the early phase, which I recommend. This will eliminate an assessment of $2,925 liquidated damages. All work under the contract was completed July 6, 1970, well within the overall time allowed.

This is a Federal-aid Interstate project and concurrence of the Corps of Engineers and the Federal Highway Administration has been received.

This matter will be on the agenda for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
A. E. Johnson
F. D. Morgan
V. E. Skoog
J. F. Putnam
H. S. Coulter

JAB/VG:fw mc

RECEIVED
JUL 06 1970
J. S. SAWYER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7273 Contractor J. C. Compton Company & G L Compton

Highway Columbia River

Section Rufus - Quinton

Kind of Work Grading, Paving, and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Approve 39 days extension on early phase because of 26 percent quantity overrun and ordered limitation of work over July 4, 1969 weekend.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7273

Project designation Federal I-80N-3(58)108 I-80N-4(20)112 State-Federal

Date awarded May 26, 1969

Work started June 17, 1969

Per cent completed 100% Feb. 18, 1970 Date

No. of Calendar Workdays Allowed 135

No. of Calendar Workdays Used 174

No. of Added Calendar Workdays Requested 39

[illegible]

E-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 24, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 135 days to 174 days, within which to complete our Contract No. 7273, without the assessment of liquidated damages. The said contract is described as follows:

Rufus-Quinton Section of the Columbia River Highway Unit "A"

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

J. C. Compton Company
Contractor

By

CONSENT OF SURETY

Date June 29, 1970

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren, Attorney-in-fact

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Henry Building
Portland, Oregon

(SEAL)

Resident Agent

Ethel Wolf
Resident Agents For Oregon

I-80N-3(58)108
7273

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rufus - Quinton

WEEK ENDING: August 22, 1970

SECTION PREFIX: 628-1052

HIGHWAY: Columbia River

COUNTY: Sherman & Gilliam

NAME OF JOB: Rufus - Quinton Section

KIND OF WORK: Grading, Paving, Signing

CONTRACTOR: J. C. Compton Co. & W.L. Compton

CONTRACT NUMBER: 7273

FEDERAL AID PROJECT NUMBER: I-80N-3(58)108 & -4(20)112

DATE OF CONTRACT: May 26, 1969

DATE WORK STARTED: June 17, 1969

ESTIMATED COMPLETION DATE: July 6, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS n/a

SPECIFIED work CALENDAR DAYS 135/350

WORK DAYS USED n/a

CALENDAR work DAYS USED 174 / 299

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 129% / 85%

PROJECT AUTHORIZATION: $ 2,386,938.54

EXCLUSIVE OF ENGINEERING: $ 2,217,200.69

ENGINEERING AUTHORIZATION $ 169,737.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,080,975.05

ENGINEERING COST TO DATE $ 131,430.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93%

Cost This Week * 1,500.06

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.1 %

PERCENT OF AUTHORIZATION 77.4%

DATE PROJECT WAS COMPLETED: "A" 2-18-70, "B" 7-6-70

Including Engineering: UNDERRUN 7.2% * Corrected up

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~XXXXXXXX~~ Signs	Guardrail	
100%	100%	100%	100%	100%	100%	100%	

	Cu. Yds. GRADING	Tons SURFACING	Sq. Ft. XXXXXXXX	Lin. Ft. XXXXXXXXXX	Tons PAVING
MILES IN PROJECT	12.32	12.32		12.32	12.32
MILES PARTIALLY COMPLETED	12.32	12.32		12.32	12.32
MILES COMPLETED	12.32	12.32		12.32	12.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17[illegible] 001	12,255	2,474	154,424	196,314
TOTAL QUANTITIES CORRECTED TO DATE	211,882	23,382	2,474	144,362	163,715
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	211,882	23,382	2,474	144,362	163,715
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		Project completed
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	P. Cloudy			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY	Clear			

RECEIVED
AUG 2 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete

The Semi-final Estimate data was submitted to Regional Office Tuesday, August 18, 1970. Estimate And Cost Report submitted Thursday, August 20, 1970.

Mr. O. B. Jackmond, Asst. Reg'l. Eng'r., was in the office on Tuesday of this week and took Semi-final Estimate Data back to Regional Office.

Mr. John Walker, Asst. Const. Eng'r., Mr. M.D. Glenn, Quality Control Eng'r.: And Mr. Ken Berg, Field Testing Eng'r., were in the office on Thursday of this week.

This will be the last weekly report for this project.

SIGNED J. S. Sawyer
J. S. Sawyer, Res. Eng'r

LOCATION P.O. Box 420
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

AUG 25 1970

FOR FILE

I-80N-3(58)108

7273

[redacted]

19 August 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 12 August 1970 which forwarded copies of Price Agreement No. 15 to cover adjustment to a number of the guardrail under your Contract No. 7273.

The agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Sincerely yours,

ROBERT J. GIBSON
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 438
The Dalles, Oregon 97058

Original to Construction

RECEIVED
AUG 3 1970

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

I-80N-3(58)108
NPWCO-CA
7273

27 July 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter dated 8 July 1970 wherein you forwarded copies of your Price Agreement No. 13 for your Contract No. 7273.

I hereby approve the Price Agreement and concur that the Corps of Engineers' estimated responsibility is increased from $22,689 to $43,295.

Sincerely yours,

Robert J. Giesen
ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Copy to Morgan
7-31-70

CF:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

NOTED
A. E. JOHNSON

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1970

I-80N-3(58)108
7273

NPWCO-CA

20 July 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 13 July 1970 which forwarded copies of Price Agreement No. 14 to cover the purchase of excess crushed materials under your Contract No. 7273.

The agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

Orig to Construction
7-22-70

RECEIVED
JUL 20 1970

FOR FILING

I-80N-3(58)108

7273

NPPCO-CA

17 July 1970

Re: Contract No. DA-45-164-CIVENG-61-193
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 15 July 1970. A final inspection was held on 2 July 1970 for the final surfacing of paving under your Contract No. 7273 on the Rufus-Quinton sector.

We consider that all work was completed satisfactorily, and therefore, final payment may be made to the Contractor.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

Orig to Construction
7-22-70

RECEIVED
JUL 23 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-3(58)108
7273

July 15, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Contract 7273
Prefix 628-1052
FAP I-80N-3(58)108
I-80N-4(20)112

copy to Constr 7-23-70

Dear Sir:

The work under Contract No. 7273, Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties, was completed on July 6, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

NOTED
TOM EDWARDS

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement Date 7-2-70

Conditions noted on above date:

Final inspection made 7-2-70.
Acceptance recommended.

G.K. Hossner, Dist Engr
for R. E. Simpson
Division Engineer

JES:bk

VG:kp
cc R. L. Porter
F. D. Morgan

NOTED
A. E. JOHNSON

RECEIVED
JUN 8 - 1970

FOR FILING

I-80N-3(58)108
1273

1273

June 5, 1970

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway

Reference is made to your letter of May 25 regarding Extra Work Order No. 5 for payment of extraordinary maintenance.

After reviewing our letter dated August 19, 1968, in which we concurred in starting dates of deferred construction, we agree that the five-year deferred construction period has expired in the area covered by Extra Work Order No. 5.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan

DEK:jp srb

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

25 May 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAY 28 1970
DESIGN
DIVISION

Trout 4
Wills
Hackleman
Scott
R. Olson
Carstensen

Dear Mr. Cooper:

Reference is made to your letter dated 20 May 1970 wherein you forwarded copies of Extra Work Order No. 5 for approval.

Your attention is invited to your letter dated 19 August 1968 which concurred in the limits and starting dates of deferred construction.

Under Article 8 of the contract, the Government responsibility for deferred construction ends five years after the date of commencement. Since the deferred construction periods for the stations shown ended as follows: Station 172 to Station 390 - ended 19 June 1969 (Oregon State Highway Department responsibility, Station 390 to Station 600); and Station 600 to Station 850 - ended 29 July 1969, I must decline to approve extraordinary maintenance for these areas.

Sincerely yours,

6-2-70 orig to
Morgan to
handle.

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

NOTE
F. R. KL

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

5-28-70
orig to Barbee
copy to Morgan

Routing
Morgan ////
Decker
Bond
Walker

RECEIVED
JUN 2 1970
CONSTRUCTION
DIVISION

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klaboe

NPWCO-GA

2 June 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpini
Swenson
3 Keyes
Trout LP
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
JUN 5 1970
DESIGN DIVISION

Dear Mr. Cooper:

Reference is made to your letter dated 22 May 1970 which forwarded State Force Order No. 1, Supplement No. 1, for my consideration.

At the meeting held in this office on 10 April 1969 attended by Messrs. Don Keyes and Archie Davies of your office, it was agreed that the Oregon State Highway Commission would carry the burden of all remaining costs in excess of the fixed amount, except for quantity adjustments to bid items.

In view of the agreement reached at the meeting, I must disapprove Corps of Engineers' participation in this State Force Order Supplement.

Pursuant to Special Order No. 21, I have been designated as Contracting Officer for the period 27 May through 11 June 1970.

Sincerely yours,

NOTED
F. B. KLABOE

HAROLD L. MATTHIAS
Major, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Keyes
Design Engr.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 22, 1970

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

RE: DA-45-164-CIVENG-61-103
Contract No. 7273
Rufus-Quinton Section
FAP Nos. I-80N-3(58)108 and
I-80N-4(20)112

ATTENTION: Colonel Robert J. Giesen
Contracting Officer

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 1, Supplemental No. 1, covering additional temporary and permanent striping on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties.

Additional temporary striping throughout the project is required in order to properly guide the traveling public during the various phases of construction.

The limits for the permanent striping have been increased to cover those areas at the ends of the project where the existing surfacing has been overlayed by the contractor.

The original estimated cost for striping on this project was $5,000 with the Corps of Engineers' responsibility estimated to be $2,930. This supplementary order increases the estimated cost for striping to $9,825.

Your approval of an increase in the Corps of Engineers' responsibility for work under this order from $2,930 to $5,757 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1 Supplement 1

Project Name Rufus - Quinton Date May 13 19 70

Highway Columbia River Contract No. 7273 F. A. Project No. I-80N-3(58)108 & I-80N-4(20)112

County Sherman & Gilliam Prefix 628-1052 Account No. 278-01

Description of Work To Be Done:

Temporary Striping and Painting Permanent Traffic Lines and Markings.

Location by Station Numbers:

Throughout project, Sta. 178+50 to Sta. 823+50.

Estimate of Quantities and Costs:	ORIGINAL S.F.O. 1	THIS SUPPLEMENT	TOTAL
Temporary Striping:			
Temporary traffic lines	$ 724.00	$ 616.00	$1,340.00
Scotch-Lane Striping Tape, Temporary	0.00	4,150.00	4,150.00
Permanent Striping:			
24.4 Mi. 4-in. Skip Centerline @ $35.50/Mi. (was 24 Mi.)	852.00	14.00	866.00
48.8 Mi. 3-in. Solid Beaded Shoulder @ $56.60/Mi. (was 48 Mi.)	2,717.00	48.00	2,765.00
1.7 Mi. 3-in. Solid Beaded Shoulder, Interchange Legs & Parking Lot @ $56.60 (was 1.75 Mi.)	99.00	- 3.00	96.00
Explanation: 16.0 Hours Painting Traffic Legends @ $38.00	608.00	0.00	608.00
Totals	$5,000.00	$4,825.00	$9,825.00

This was an Extra Anticipated Item on the project and, except for the Temporary Striping Tape, funds were provided in the Original Authorization. The work is to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	2,386,938.54
Present estimate of project cost, including $4,825.00 for work under this order	2,386,938.54
Expected under-run over-run (amount)	$ 0.00
Expected under-run over-run (per cent)	0%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
J. S. Sawyer,

Approval Recommended: Ass't. Division Engineer

Approval Recommended: for Construction Engineer ~~or Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Acting Construction ~~Office~~ Engineer.

State Printing

J.K.

Striping

KAISER CEMENT

SALES & ORDER
DEPARTMENT
234-9801
PORTLAND, OREGON

12.32 miles

4" Skip 12.32x2=24.64 x $35.50 =
$874.72

8" Solid 12.32 x 4=49.28 x $55.60 =
$2739.97

Legends (Interchange~~s~~ & Parking
Striping, etc.)
8 hrs each @ 38/hr.
16 x $38.00 608.00

4222.69

Allowance 777.31

Note: ~~[illegible]~~ Anticipate
same ~~[illegible]~~ $5,000.00
striping may
be required twice

P.F.G.

Corps share $2,930

RECEIVED
1970

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

25 May 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Routing
1 Garbee
2 Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 28 1970
DESIGN
DIVISION

Dear Mr. Cooper:

Reference is made to your letter dated 20 May 1970 wherein you forwarded copies of Extra Work Order No. 5 for approval.

Your attention is invited to your letter dated 19 August 1968 which concurred in the limits and starting dates of deferred construction.

Under Article 8 of the contract, the Government responsibility for deferred construction ends five years after the date of commencement. Since the deferred construction periods for the stations shown ended as follows: Station 172 to Station 390 - ended 19 June 1969 (Oregon State Highway Department responsibility, Station 390 to Station 600); and Station 600 to Station 850 - ended 29 July 1969, I must decline to approve extraordinary maintenance for these areas.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

6-2-70 orig to
Morgan to
handle.

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

5-28-70
orig to Barbee
copy to Morgan

c

RECEIVED
MAY 27 1970

FOR FILING

I-80N-3(5)8) 108
7273

BND COV 183 5-22-70 2-15 PM

JOHN BOND

RE TT 77 UNDERRUN OF AC ON RUFUS-QUINION.
TOTAL GROSS TONNAGE ON PROJECT WAS 196,314 TONS. NET WAS 178,467 TONS OF WHICH 47,000 WAS SHOWN AS PATCHING MATERIAL. WE USED ONLY 29,000 TONS OF PATCHING TO BRING EXISTING PAVEMENT UP TO BOTTOM OF 4" LIFT OR 18,000 TONS SHORT. OUR ORIGINAL NET COMPUTATION FOR THE 4" LIFT ON THE PROJECT WAS 131,467 TONS. WE PLACED 134,362 TONS ON THE AREA OR 2 PER CENT OVER NET.

THE PATCHING WAS ESTIMATED HIGH AND THEN ADDED TO EVEN MORE FOR THE GROSS QUANTITY.

OUR TOTAL TONNAGE ON THE PROJECT WILL BE APPROXIMATELY 163,100 TONS.

THE USE OF HELMS CREEK SAND BEING OF A LOWER SPECIFIC GRAVITY CAUSED A TONNAGE DIFFERENTIAL OF APPROXIMATELY 3,000 TONS AGAINST THE CONTRACTOR.

O B JACKMOND

PB

17
58.

cc Klaboe

Ave of 89 base cores = 2.39" (vs. 2" plan)
" " 47 top " = 2.1" (vs. 2" planned)

Design estimate based on 2.90 specific Gravity
Mix is about 2.50 " "

NOTED
F. B. KLABOE

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1970

I-80N-
7273

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
May 20, 1970

NOTE F. B. KLA
RECEIVED
MAY 2 1970
CONSTRUCTION DIVISION

To: MEMO TO THE FILES

SUBJECT: Non-Fatal Motor Vehicle Accident
Rufus - Quinton Section
Columbia River Highway
Contract No. 7273
Prefix No. 62B-1052

On May 5, 1970, at about 10:35 P.M., a one car non-fatal motor vehicle accident occurred in the Eastbound lanes of the subject highway at approximately M.P. 115.56, at Engineer's Station 507+00.

The weather was clear. The pavement was recently placed asphaltic concrete, but was dry. Visibility was limited by darkness.

Operator No. 1:	Mr. Theodore Owen Steadman 3711 27th Place West Seattle, Washington
Unit No. 1:	1965 Chrysler Imperial Michigan License No. MBP 996

Vehicle was eastbound in the right lane approaching the paving work area on the right shoulder. The driver stated he swerved into the left lane to avoid the signs, losing control of the vehicle. The vehicle struck the "Men Working" sign, destroying it. The vehicle continued on across the right travel lane, striking the last cone in the line, which lodged underneath the vehicle, making it unsteerable. The vehicle continued across the left travel lane striking the median rail, coming to rest straddling the median barrier with the front of the vehicle extending into the Westbound lanes.

The driver did not appear to be injured, nor was there any apparent major damage to the vehicle. After the vehicle was lifted down from the median, the driver returned in the vehicle to The Dalles.

The accident was investigated by the Arlington Office of the Oregon State Police.

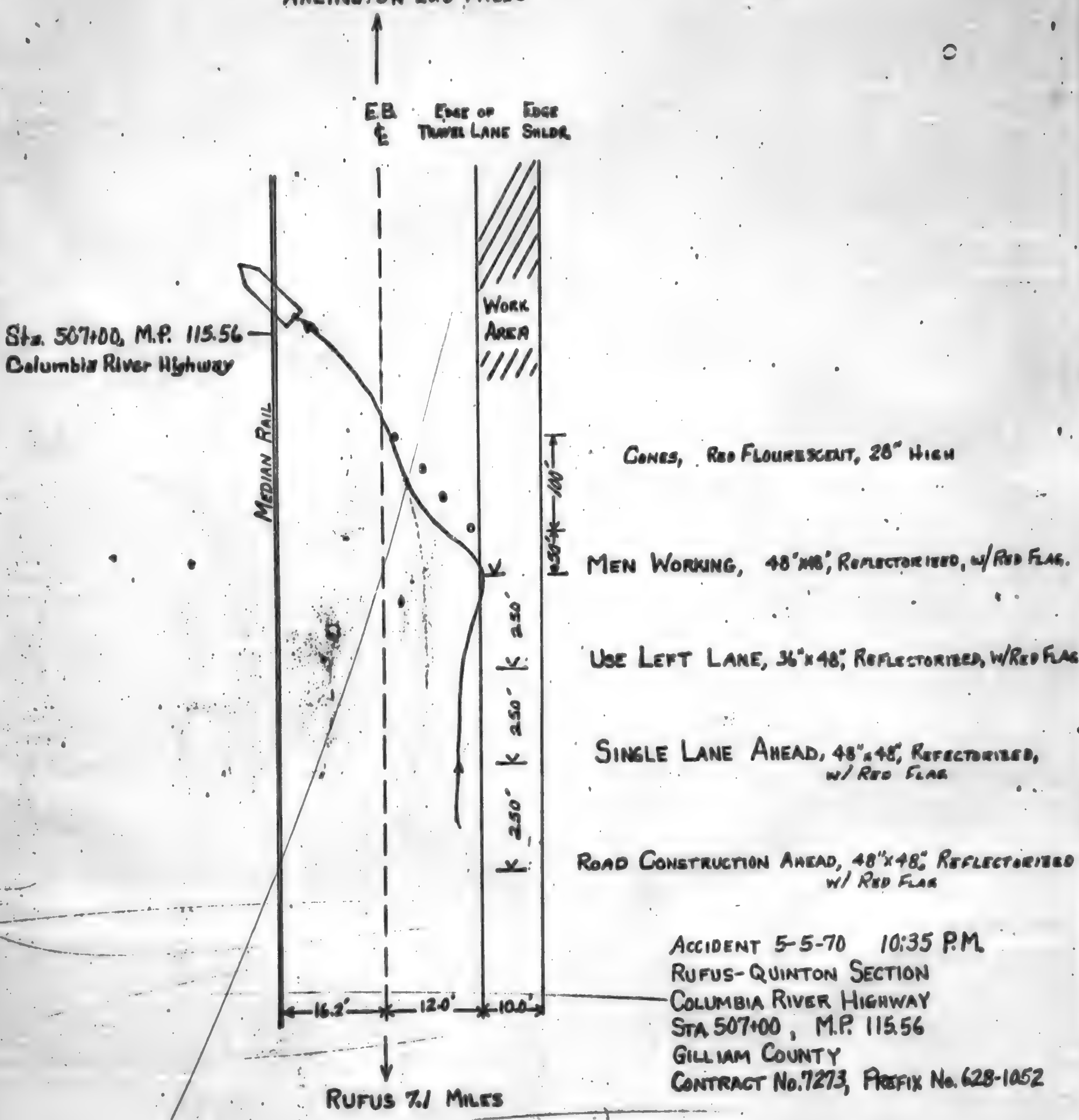
A sketch of the inplace signing and cones at the time of the accident is attached hereto. Photos of the accident scene are on file at this office for inspection.

J. S. Sawyer
J. S. Sawyer
Resident Engineer

JSS:ELC:erc
attach.

cc: F. D. Morgan, Const. Eng'r. ✓
E. S. Hunter, Maint. Eng'r.
J. F. Putnam, Div. "D" Eng'r.
H. S. Coulter, Div. "E" Eng'r.
file

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER


ARLINGTON 20.8 MILES
E.B. ℄
EDGE OF TRAVEL LANE
EDGE SHLDR.
WORK AREA
Sta. 507+00, M.P. 115.56 Columbia River Highway
MEDIAN RAIL
100'
50'
250'
250'
250'
CONES, RED FLOURESCENT, 28" HIGH
MEN WORKING, 48"x48", REFLECTORIZED, w/ RED FLAG.
USE LEFT LANE, 36"x48", REFLECTORIZED, w/RED FLAG
SINGLE LANE AHEAD, 48"x48", REFLECTORIZED, w/ RED FLAG
ROAD CONSTRUCTION AHEAD, 48"x48", REFLECTORIZED w/ RED FLAG
16.2'
12.0'
10.0'
RUFUS 7.1 MILES

ACCIDENT 5-5-70 10:35 P.M.
RUFUS-QUINTON SECTION
COLUMBIA RIVER HIGHWAY
STA 507+00, M.P. 115.56
GILLIAM COUNTY
CONTRACT NO. 7273, PREFIX NO. 628-1052

RECEIVED
MAY 27 1970
FORM 2-30-2 (12-67)
FOR FILING

I-80N-[illegible]
7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
The Dalles, Oregon
May 18, 1970

RECEIVED
MAY 2[illegible] 1970

To: MEMO TO THE FILES

SUBJECT: Non-fatal Motor Vehicle Accident
Rufus - Quinton Section
Columbia River Highway
Contract No. 7273
Prefix No. 628-1052

NOT[illegible]
F. B. KLABOE

On May 3, 1970, at about 9:16 A.M., a one car non-fatal motor vehicle accident occurred in the Eastbound lanes of the subject highway at approximately M.P. 109.6, near Engineer's Station 192+00.

The pavement was dry. The weather was clear. Visibility was good in daylight hours.

Operator No. 1: Mary Rose Booth
Bethal Park
Brooks, Oregon
Date of Birth: 8-3-03
No injuries.

Unit No. 1: 1963 Pontiac Catalina coach
Oregon License No. HCJ 354
Extensive damage to Left Front

The accident was covered by the Oregon State Police Office in The Dalles. Officer William E. Iverson, Pvt., investigated the accident.

Unit No. 1 was Eastbound attempting to pass a pickup (Washington License No. U-40884) and trailer (Washington License No. U-25343). Unit 1 swerved into the median rail receiving extensive front left damage. The operator stated she swerved to miss the trailer and hit the median rail.

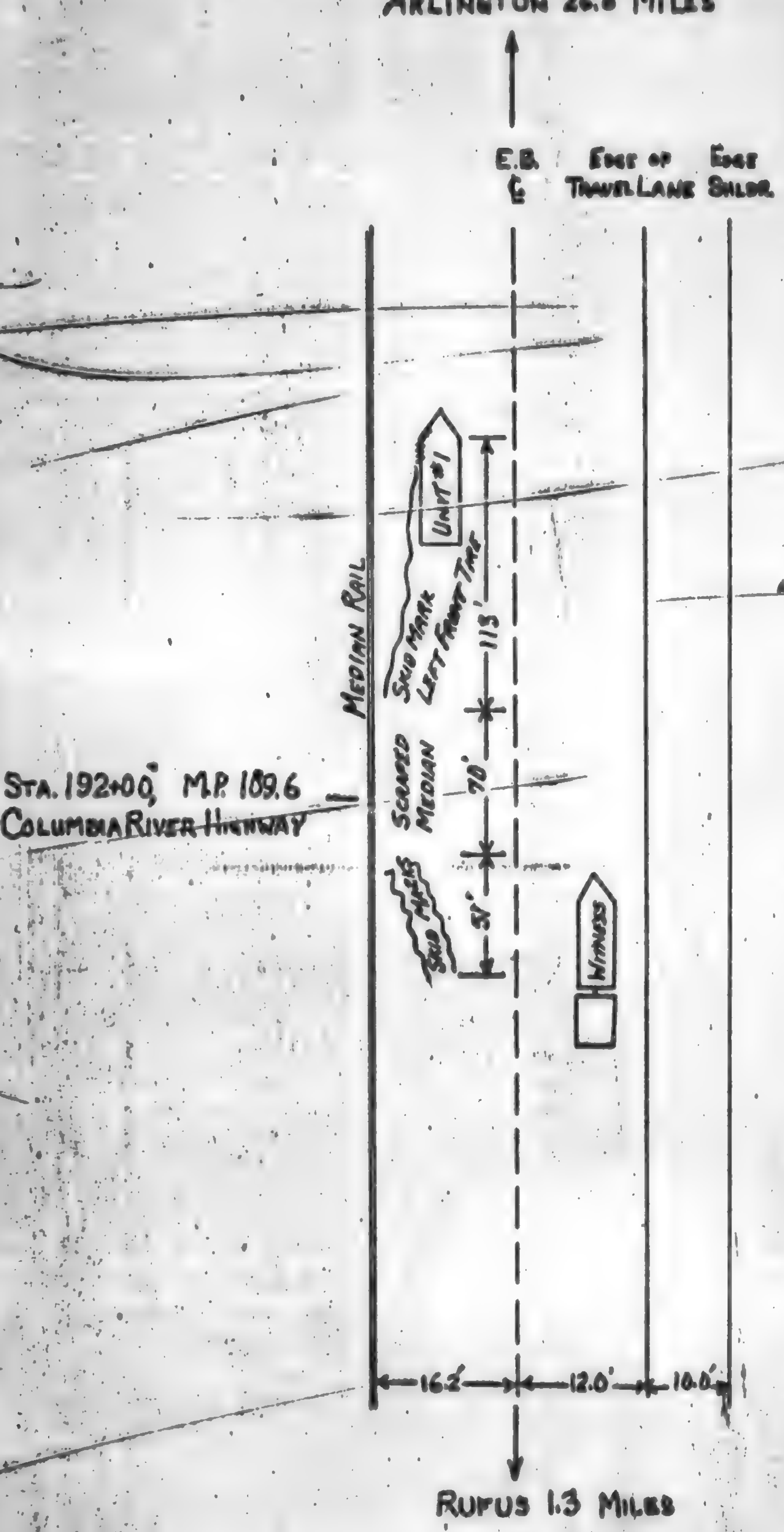
The operator of the pickup and trailer, Mr. Richard Marvin Bray, 9309 Lomita Drive, Alta Loma, California, stated Unit No. 1 was attempting to pass and Unit 1 swerved, lost control, and hit median rail.

This area had recently been overlayed with 2 - 3 inches of Class "B" A.C. paving in a base course. There were no abrupt edges except for the edge of shoulder at 38 feet from highway centerline. At the edge of shoulder the abrupt edge was about 2 inches, where the shoulder rock had not been brought up. It is felt the road condition was not a contributing factor to this accident. A sketch of the accident area is attached hereto.

J. S. Sawyer
Resident Engineer

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JSS:ELC:ere
Attach.
cc: F. D. Morgan, Const. Eng'r. ✓
E. S. Hunter, Maint. Eng'r.
J. F. Putnam, Div. "C" Eng'r.
H. S. Coulter, Div. "E" Eng'r.
file


ARLINGTON 26.8 MILES
E.B. ℄
EDGE OF TRAVEL LANE
EDGE SHLDR.
MEDIAN RAIL
UNIT #1
SKID MARK LEFT FRONT TIRE
115'
SCRAPED MEDIAN
70'
SKID MARKS
51'
WITNESS
STA. 192+00, M.P. 109.6
COLUMBIA RIVER HIGHWAY
16.2
12.0'
10.0'
RUFUS 1.3 MILES

ACCIDENT 5-3-70 9:16 A.M.
RUFUS-QUINTON SECTION
COLUMBIA RIVER HIGHWAY
STA 192+00, M.P. 109.6
SHERMAN COUNTY
CONTRACT No. 7273, PREFIX No. 628-1052

RECEIVED
MAY 27 1970
FOR FILING

I-SCN-31(58)118
7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
May 18, 1970

To: MEMO TO THE FILES

SUBJECT: Non-Fatal Motor Vehicle Accident
Rufus - Quinton Section
Columbia River Highway
Contract No. 7273
Prefix No. 628-1052

In the morning of May 2, 1970, at about 10:20 A.M., a one car non-fatal motor vehicle accident occurred in the Eastbound lanes of the subject highway at approximately M.P. 113.5, near Engineer's Station 398+40.

The weather was clear. The pavement was dry. The visibility was good in daylight hours. The area was under construction of an A.C. Overlay of two inches in depth.

NOTED
KLABOE

Operator No. 1:	Velma Louise Stevenson 7435 N. E. 35th Portland, Oregon Date of Birth 1-1-10 Injuries: Compound fracture of right leg & numerous abrasions.
Passenger:	Victor Ivan Stevenson Same address as above Age 62 years Injuries: Numerous abrasions
Unit No. 1:	1966 Plymouth Valiant Sedan Oregon License No. LFY 686
Witness:	Eldine Johnson 6111 S. W. Hillsdale Beaverton, Oregon

Inspection of the scene on May 4, 1970 showed that the vehicle went off the abrupt 1½-inch edge of the outside travel lane, came back onto the outside travel lane over an abrupt edge of 2 inches. Skid marks extend from this point to point of impact with median rail at Sta. 399+10. Skid marks continued back across the travel lanes into the fallout area where the vehicle hit the rock cut bank.

Investigations and information from the Operator revealed she was traveling Eastbound in the right lane when the left front tire blew out and she lost control. After the vehicle struck the median rail, both the driver and the passenger were thrown from the vehicle. The witness confirmed this information.

MEMO TO THE FILES - Motor Vehicle Accident
Rufus - Quinton Section, May 2, 1970
May 18, 1970

This accident was covered by the Oregon State Police Office in The Dalles. Officer William E. Iverson, Pvt., investigated the accident.

One "SLOW" sign, with blinker light, and one "ABRUPT EDGE" sign, with blinker, were in place on the East end of the John Day River Bridge at Sta. 387 at the time of the accident

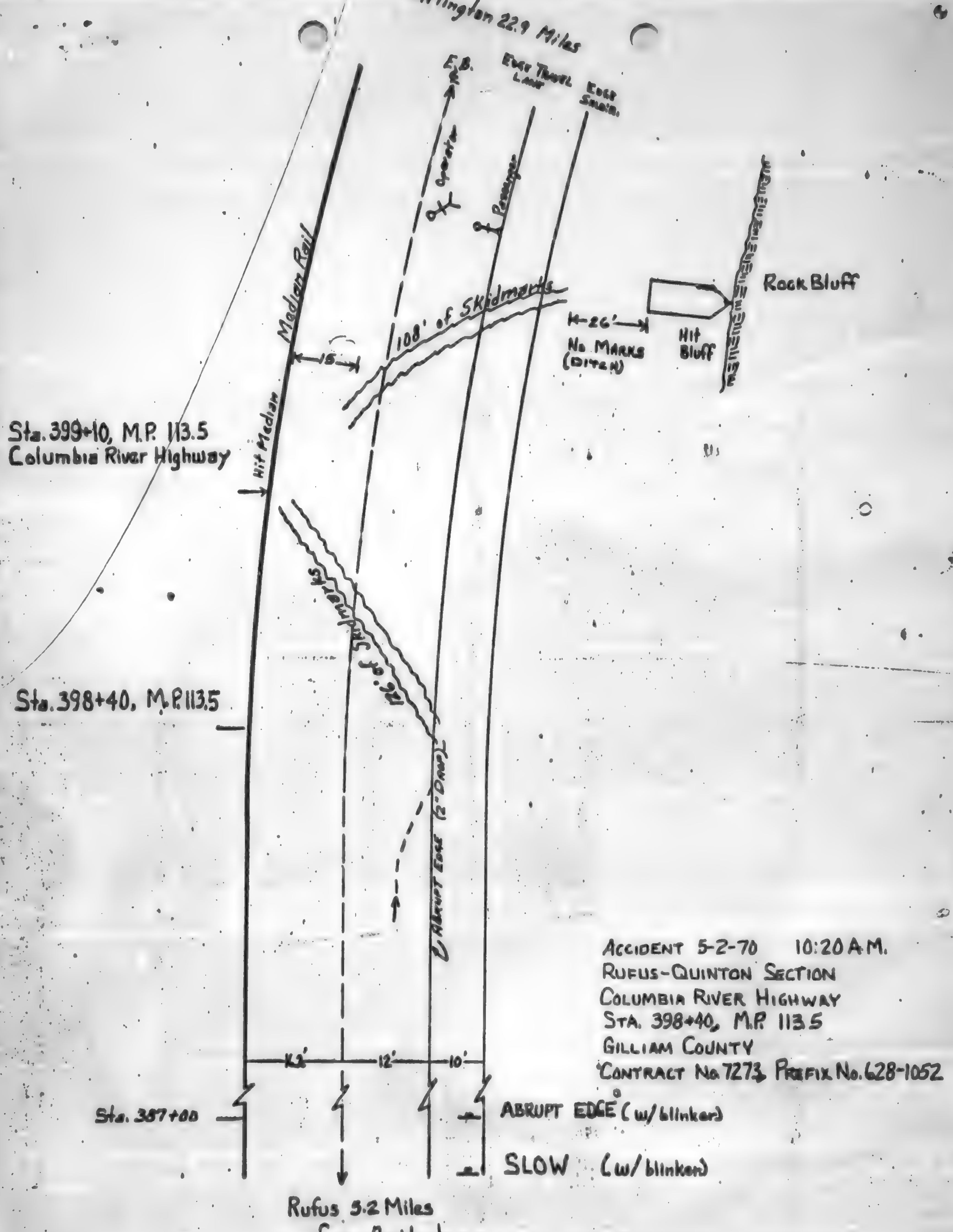
Pictures have been taken of the inplace signing, edge of travel lane, skid marks, and damaged rail pertinent to this accident. These will be on file in this office for examination as soon as they are processed.

Attached hereto is a sketch of the signing and area of the accident.

J. S. Sawyer
J. S. Sawyer
Resident Engineer

JSS:ELC:erc
Attach.
cc: F.D. Morgan, Const. Eng'r. ✓
E. S. Hunter, Maint. Eng'r.
J. F. Putnam, Div. "D" Eng'r.
H. S. Coulter, Div. "E" Eng'r.
file

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGIN


Arlington 22.9 Miles
E.B. ℄
Edge Travel Lane
Edge Should.
Operator
Passenger
Madian Rail
108' of Skidmarks
15'
26'
No Marks (Ditch)
Hit Bluff
Rock Bluff
Sta. 399+10, M.P. 113.5
Columbia River Highway
Hit Median
126' of Skidmarks
Sta. 398+40, M.P. 113.5
℄ Abrupt Edge (3" Drop)
12'
12'
10'
Sta. 387+00
ABRUPT EDGE (w/blinker)
SLOW (w/blinker)
Rufus 5.2 Miles
from Accident

ACCIDENT 5-2-70 10:20 A.M.
RUFUS-QUINTON SECTION
COLUMBIA RIVER HIGHWAY
STA. 398+40, M.P. 113.5
GILLIAM COUNTY
CONTRACT No. 7273 PREFIX No. 628-1052

Form A-100-000

I-80N-3(58)108
7273

STATE COPY

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
TITLE Dist. Engineer
DATE 6-29-70 Order No. 1 Supplement 1
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Rufus - Quinton Date May 13 1970
Highway Columbia River Contract No. 7273 F. A. Project No. I-80N-3(58)108 & I-80N-4(20)112
County Sherman & Gilliam Prefix 628-1052 Account No. 278-01

Description of Work To Be Done:

Temporary Striping and Painting Permanent Traffic Lines and Markings.

NOTE
RECEIVED
JUN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers:

Throughout project, Sta. 178+50 to Sta. 823+50.

Estimate of Quantities and Costs:	ORIGINAL S.F.O. 1	THIS SUPPLEMENT	TOTAL
Temporary Striping:			
Temporary traffic lines	$ 724.00	$ 616.00	$1,340.00
Scotch-Lane Striping Tape, Temporary	0.00	4,150.00	4,150.00
Permanent Striping:			
24.4 Mi. 4-in. Skip Centerline @ $35.50/Mi. (was 24 Mi.)	852.00	14.00	866.00
48.8 Mi. 3-in. Solid Beaded Shoulder @ $56.60/Mi. (was 48 Mi.)	2,717.00	48.00	2,765.00
1.7 Mi. 3-in. Solid Beaded Shoulder, Interchange Legs & Parking Lot @ $56.60 (was 1.75 Mi.)	99.00	- 3.00	96.00
Explanation: 16.0 Hours Painting Traffic Legends @ $38.00	608.00	0.00	608.00
Totals	$5,000.00	$4,825.00	$9,825.00

This was an Extra Anticipated Item on the project and, except for the Temporary Striping Tape, funds were provided in the Original Authorization. The work is to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,386,938.54
Present estimate of project cost, including $4,825.00 for work under this order $2,386,938.54
Expected under-run / over-run (amount) $0.00
Expected under-run / over-run (per cent) 0%

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Ass't. Division Engineer

Approval Recommended: Phil Bird for Construction Engineer ~~or Bridge Engineer~~

Approved: Phil Bird ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Acting Construction ~~Office~~ Engineer.

Ref'd to Morgan 6-30-70

State Printing

RECEIVED
MAY 13 1970
FOR FILES

I 80N-3(58)108
7373

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 11, 1970

In reply refer to: 08-35-DA1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-4(20)112 and I-80N-3(58)108
Rufus-Quinton Section
Columbia River Highway

F. B. KLABOE

Attached is a copy of an inspection-in-depth report covering construction signing and traffic control on the subject project. This self-explanatory report is part of a Statewide Inspection-in-Depth.

Enclosure

orig to Morgan
5-13-70

RECEIVED
MAY 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33D
(REV. 3-68)

cc: OSHD (Klaboe) Admin Mgr
Region (3 cys)
Wash D C thru Region
File 439

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

sn

REGION: 8

DIVISION: Oregon

COUNTY: Sherman & Gilliam

PROJECT NUMBER: I-80N-4(20)112
I-80N-3(58)108

DATE OF INSPECTION: 5-6-70

PHASE(S) INSPECTED: 11-Constr. Signing and Traffic Control

REPORT OR CONTROL NUMBER: 35-70-EID(11)5

INSPECTION MADE BY:
J. R. Schultz, Area Engineer
C. T. Christianson, Area Engineer

IN COMPANY WITH:
John Walker, Asst Constr Engr
Jim Putnam, Division Engineer
Roy Stein, Design Engineer
J. S. Sawyer, Res Engr

REPORT PREPARED BY: C. T. Christianson, Area Engineer

CONTRACT AMOUNT: $2,082,223.15

CONTRACTOR (Name and address):
J. C. Compton Company & G L Compton
McMinnville, Oregon

TIME ELAPSED: 67 %

PROGRESS OF WORK: Satisfactory

WORK COMPLETED: 69 %

QUALITY OF WORK: Satisfactory

LOCATION: Columbia River Highway between Rufus and Quinton

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

RUFUS - QUINTON SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving and Signing

The scope of this inspection was to evaluate the State's practices and procedures for the design, installation, application, and maintenance of traffic control devices and requirements for highway construction operations. This inspection is part of a Statewide Inspection-in-Depth on this phase of work.

It was found that traffic control on this project was being enforced in accordance with OSHD Manual on Uniform Traffic Control Devices and in accordance with contract plans and special provisions. Traffic was routed through the project in a safe and expeditious manner. The Resident Engineer has demonstrated a commendable effort to accomodate the traveling public while promoting efficient construction operations. Mr. Sawyer's devotion to duties along this line are an asset to the Highway Division and to the Federal Highway program.

It is recommended that Mr. Sawyer's experience in Construction Traffic Control be utilized and considered on similar projects. No action is considered necessary on the basis of this inspection.

Guidelines and inspection notes are on file with the BPR Division copy of this report.

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
APR 30 1970
FOR FILING

I-80N-3(58)108
7273

April 29, 1970

3347

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway
Facilities, John Day Project

Reference is made to your letter of April 14 concerning Price Agreement No. 9 on this project.

We agree that this should not be charged to the Corps and have taken steps to see that it will be properly billed to the State.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klabon

NPWCO-CA

14 April 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 7 April 1970 which forwarded your Price Agreement No. 9 for my consideration.

A conference was held in this office on 10 April 1969 to discuss the various features of the final paving plans and details. Messrs. Don Keyes and Archie Davies represented your office at this meeting.

One of the items discussed was the Corps of Engineers' and the Oregon State Highway Commission's participation in the costs. It is my understanding that it was agreed that the Corps of Engineers' participation would be a fixed amount; further, that the Oregon State Highway Commission would carry the burden of all remaining costs, except for quantity adjustments that might occur during the life of the contract.

In view of the agreement reached at the meeting, I must disapprove Corps of Engineers' participation in this Price Agreement.

Sincerely yours,

Robert J. Giesen
ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Apr 17, 1969, F. Cooper sets fourth C. of E. obligation.
P.A. No. 9 is for Lab Shack which was left out of bid.
Suggest state not bill C of E for this item.

RECEIVED
APR 20 1970
CONSTRUCTION
DIVISION

Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
APR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1970

FOR FILING

I-80N-3(58)108
7873
[illegible]

24 April 1970

Re: Contract No. DA-45-164-CIVENG-61-183
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 21 April 1970 which forwarded Price Agreement No. 10 to provide for a change to your standard specifications.

The documentary agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Sincerely yours,

ROBERT J. [illegible]
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. B. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

orig to Morgan
5-1-70

NOTED
F. B. KLABOE

RECEIVED
MAR 31 1970

FOR FILING

I-80N-3(58)108
7273

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1970

SUBJECT: Rock Dike Fallout Protective Installations
Rufus-Quinton Section
Columbia River Highway
Contract No. 7273

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

NO[illegible]
F.B. KLABOE

Attached are photos of a small and a large type rock berm and guardrail installation as constructed on the Rufus-Quinton Section of the Columbia River Highway, Contract No. 7273.

The large installation, as shown on Photos 1 and 2, consists of a rock dike or berm approximately 8 feet high which forms a moat type section behind it which will tend to stop falling rock from going onto the highway travel lanes. A standard type guardrail is placed between the dike and the pavement to serve as a protection to the motoring public. This installation is where we have just recently completed the rock cut widening and benching on this project.

Photos 3, 4 and 5 show a much smaller installation but practically the same as previously described. Here the rock cut is not as high but is at an area where rock fall is quite prevalent. This installation is located just westerly from the John Day Dam.

F. D. Morgan
Construction Engineer

By John H. Walker

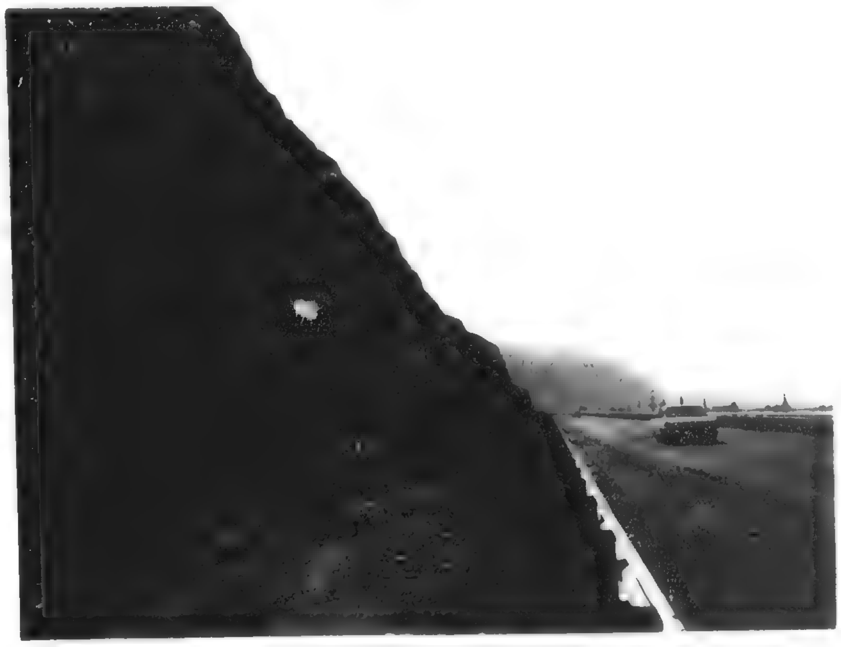
John H. Walker
Field Construction Engineer

JHW:fw
Attach.

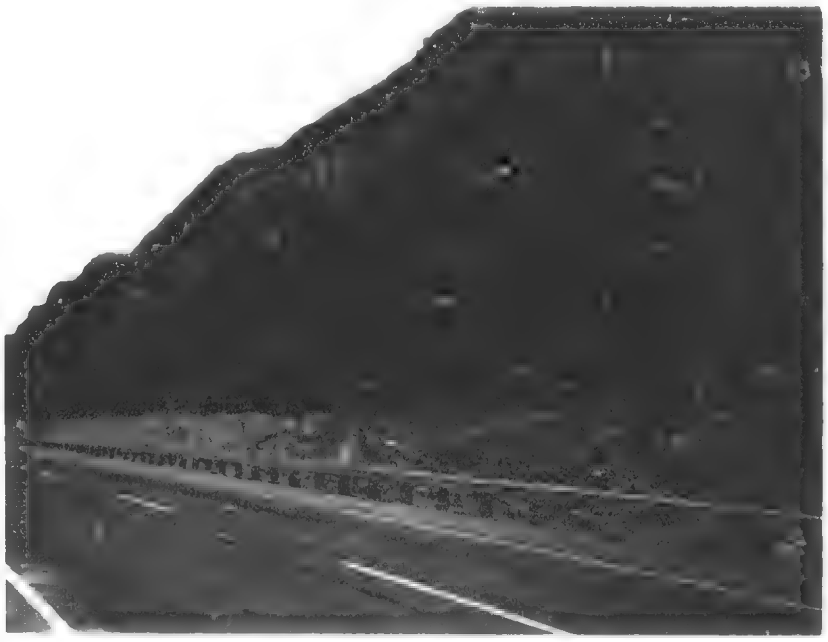
RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Rock Dike Fallout Protective Installations
Rufus - Quinton Sec.

①



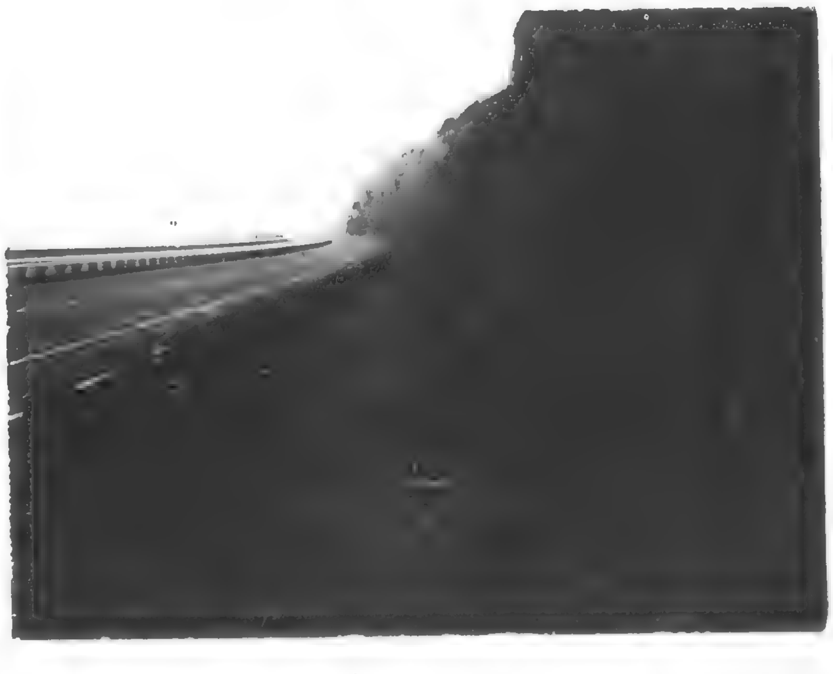
②



③

④

⑤



RECEIVED
MAR 31 1970
FOR FILING

I-80N-3(58)108

7273

INSPECTION NO. C

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Rufus-Quinton

Contract No. 7273

Highway Columbia River

Contractor J. C. Compton

Date March 27, 1970

____ Initial)
)
X Intermediate)
)
____ Final)
)
____ Special)

Inspection Made by John H. Walker

[illegible]
F. B. KLABOE

REMARKS

This inspection covered a detailed check of the A. C. plant operation, crushing operation, and the paving operations as well as signing and traffic control on this project.

The crushing operation is running on a 24-hour basis. Some natural sand is being added to the rock prior to crushing. The control of this addition has something to be desired but the end product is in substantial compliance to the specs.

The A. C. plant is running steady and the produced mix is holding in specifications.

There was one problem observed. Evidently, once in a while the fine fraction of the #10-0 size is holding up in the bin wall and when it breaks loose causes a small portion of the mix to have a large percentage of fines. This has caused some slick spots on the base lift paving. This was brought to the contractor's attention and he is to install a vibrator on the bin to help eliminate this problem.

The paving operation appears to be good after the first couple of days run. The wire for grade control is being run from the top of the median barrier posts. This grade control is operating very good and is eliminating a lot of the previous roughness of the paved surface. There is room for some improvement in the longitudinal joints, but this appears to be improving. Overall, this operation is looking good at this time.

Several suggestions were made to improve the signing and traffic control. When signing is necessary at the median areas, the signs should be placed on top of the median to allow for more travel room on the inside lane. This will be taken care of at once. The need for a few more "Abrupt Edge" signs was apparent to warn concerning the 2-inch drop of a pavement panel. There was, in my opinion, too much unnecessary parking of the contractor's pickup and service vehicles adjacent to the paving operation and I advised the inspector to bring this to the attention of the contractor so he could eliminate that which was an unnecessary hazard to the traveling public. The

MORE

cc: Div. Engr. J. F. Putnam
Res. Engr. J. S. Sawyer
F. B. Klaboe ✓

John H. Walker
Signed

Resident Engineer was absent during this inspection and therefore the inspectors were advised of the above findings.

I would like to say that the inspection of the crushing, plant and paving operations revealed that the inspecting and testing personnel are to be commended for their attention to their responsibilities. All were hard at work and their records were good.

JHW:fw

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1970
FOR FILING

I-80N-3(58)108

NPWCO-GA
17273

C

#17273

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

[illegible]

18 March 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 12 March 1970 which forwarded copies of Extra Work Order No. 4, Supplement No. 1, to cover installation of additional rock bolts and performing some scaling in the vicinity of Station 321.

This letter will constitute approval of the Order for Extra Work No. 4, Supplement No. 1, to cover the cost of the scaling and the additional nineteen rock bolts. The additional rock bolts were approved by my letter of 5 March 1970.

Sincerely yours,

Robert J. Giesen

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

Skoog

Original to Morgan
cc to Skoog 3/25/70

RECEIVED
MAR 16 1970

FOR FILING

I-80N-3(52)1C 8
7273

[illegible]

9 March 1970

Re: Contract No. DA-45-164-CIVENG-61-[illegible]
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 2 March 1970 regarding the installation of guardrail between Station 312 and Station 320+39.3 for a total cost of $10,820.70.

This letter will constitute approval of expenditure of the above amount as a cost responsibility of the Government.

It is understood that the guardrail will be placed on the landward side of the conditional land between the shoulder of the road and the recently placed rock berm and between the above stations.

Sincerely yours,

NOTED
F. B. KLABOE

ROBERT J. [illegible]
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. E. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 470
The Dalles, Oregon 97058

orig to Morgan
3-12-70

RECEIVED
MAR 10 1970

FOR FILING

I-80N-3(59)108

7273 NPWCO-CA

3 March 1970

Re: Contract No. DA-45-164-CIVENG-61-183
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 9 February 1970, whereby you forwarded Extra Work Order No. 4 for installation of rock bolts in the slope as authorized by the Contracting Officer's letter dated 14 January 1970.

This letter will constitute approval of the additional nineteen rock bolts and Extra Work Order No. 4 with the understanding that a supplement to this order will be issued promptly by your office to cover the installation of nineteen additional rock bolts verbally approved on 20 February and 3 March 1970.

Sincerely yours,

[illegible] J. [illegible]
Colonel, CE
Contracting Officer

orig to Morgan
3-10-70

NOTED
F. B. KLABOE

RECEIVED
MAR 10 1970

FOR FILING

I-80N-3(58)108

7273 NPWCO-CA

3 March 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 23 February 1970 which forwarded copies of Price Agreement No. 8 covering a change in specifications for the guardrail bridge ends at the West John Day Interchange.

This letter will serve as approval of the subject price agreement.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

orig to Morgan
3-10-70

NOTED
F. B. KLABOE

1859

RECE[illegible]ED
MAR 4 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-3(58)108

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7273

March 2, 1970

Colonel Robert J. Giesen, C. E.
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

3252

F. B. KLABOE

Dear Sir:

As requested in your letter of 9 February 1970, re Relocation of Oregon Highway Facilities John Day Project, please be advised that the installation of guardrail between Station 312 and Station 325 will, in fact, be constructed between Station 312 and Station 328+39.5. This will be 1,639.5 feet at $6.60 per lineal foot which amounts to $10,820.70.

May we have your approval for the installation of the 1,639.5 feet of Type 2A guardrail at this location. Enclosed is copy of P.A. #6.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fw

cc F. B. Klaboe - 3252-FBK
J. F. Putnam
J. S. Sawyer

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klabo

NPWCO-CA

9 February 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Routing
Decker
Bond
Walker
Boehme
Johnsen
RECEIVED
FEB 18 1970
CONSTRUCTION DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Dear Mr. Cooper:

Reference is made to your letter dated 22 January 1970 which forwarded copies of your Extra Work Order No. 3 and Price Agreement No. 6.

Extra Work Order No. 3 is being returned herewith. The Government responsibility for deferred construction costs in this area ended 19 June 1969; therefore, the Government cannot assume any cost responsibility for the additional work covered by this work order.

Price Agreement No. 6 is returned herewith since it also includes the area from Station 224 to Station 246 referenced above. However, the installation of guardrail between Station 312 and Station 325 is considered to be a portion of the over-all treatment to the slide area between these stations and is therefore considered a cost responsibility of the Government.

It is requested that a cost breakdown schedule for the installation of the Type 2-A guardrail between Station 312 and Station 325 be submitted for my approval.

It is understood that the guardrail will be placed on the landward side of the eastbound lane between the shoulder of the road and the rock berm which your contractor will remove from the existing roadway and place in the area between the highway shoulder and the foot of the excavated slope. The cost of placing the rock berm between the shoulder of the road and the slope will not be the responsibility of the Government.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

2 Incl (dupe)
1. Extra Work Order No. 3
2. Price Agreement No. 6

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form E [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Rufus - Quinton
Date December 29 1969

Highway Columbia River
Contract No. 7273

County Sherman & Gilliam
Prefix 628-1052

Contractor J. C. Compton Company & G L Compton
F. A. Project No. I-80N-3(58)108 I-80N-4(20)112

Address P.O. Box 86, McMinnville, Oregon, 97128
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Haul and Place broken rock material in protective rock berm along highway in area of high rock bluff for protection of traffic from falling rocks.

Location by station numbers:

Right of Stations 224 to 246.

Estimate of quantities and cost:

Labor	(Contractor's 20% Allowance Included)	$1,775.00
Equipment	(" 15% " ")	1,975.00
	Total	$3,750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work was not included in the original contract. A satisfactory price could not be received under a Price Agreement with the Contractor. The berm is to be constructed at locations and to lines and grades as designated by the Engineer. State of Oregon Standard Specifications for Highway Construction, 1964, as supplemented and/or modified by the Special Provisions for this contract shall apply, except that no payment will be allowed for the loading equipment and its operator.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,386,938.54
Present estimate of project cost, including $3,750.00 for work under this order	$2,386,938.54
Expected under-run over-run amount	$0.00
Expected under-run over-run per cent	0%

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~[illegible]~~

Approved ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Construction Office Engineer.

J.K.

State Printing

RECEIVED
MAR 5 - 1970

FOR FILING

IWM-3(50) 11-4

7273

[illegible]

25 February 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 16 February 1970 which forwarded copies of State Force Order No. 2 covering reimbursement for railroad protective costs. This letter will serve as approval of the subject order.

It should be noted that this approval does not constitute a limitation of the amount which may be billed. The Contractor, pursuant to Paragraph 7 of the agreement with the Railroad Company, is obligated to reimburse the Government for all costs billed by the Railroad for work performed in connection with Contract No. 7273.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

orig to
Morgan
3-4-70

RECEIVED
MAR 2 - 1970
FOR FILING

I-80N-3(58) 108X
72-73
[illegible]-CA

24 February 1970

Re: Contract No. DA-45-164-CIVENG-61-108
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 17 February 1970 which forwarded copies of Price Agreement No. 7 covering disposal of excess excavated rock material.

This letter will constitute approval of the agreement.

Sincerely yours,

ROBERT J. [illegible]
Colonel, CE
Contracting Officer

NOTED
F. B. KLABOE

orig to Morgan
2-26-70

Form E-200-6M

IVED
MAR
FICE OF
HWAY ENGINEER

I-80N-3(58)108
7273

STATE COPY

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hessner
Dist. Engineer
TITLE
DATE 30 MAR 1970
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Rufus - Quinton	**Date**	December 29, 1969
Highway	Columbia River	**Contract No.**	7273
County	Sherman & Gilliam	**Prefix**	628-1052
Contractor	J. C. Compton Company & G L Compton	**F. A. Project No.**	I-80N-3(58)108 I-80N-4(20)112
Address	P.O. Box 86, McMinnville, Oregon, 97128	**Order No.**	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Haul and Place broken rock material in protective rock berm along highway in area of high rock bluff for protection of traffic from falling rocks.

Location by station numbers:

Right of Stations 224 to 246.

NOTED
F. B. KLABOE

Estimates of quantities and cost:

Labor	(Contractor's 20% Allowance Included)	$1,775.00
Equipment	(" 15% " ")	1,975.00
	Total	$3,750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work was not included in the original contract. A satisfactory price could not be received under a Price Agreement with the Contractor. The berm is to be constructed at locations and to lines and grades as designated by the Engineer. State of Oregon Standard Specifications for Highway Construction, 1964, as supplemented and/or modified by the Special Provisions for this contract shall apply, except that no payment will be allowed for the loading equipment and its operator.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,386,938.54	
Present estimate of project cost, including $3,750.00 for work under this order	$2,386,938.54	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0%	

Submitted by: J. S. Sawyer
J. S. Sawyer, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~ Construction Office Engineer

3-31-70

State Printing

RECEIVED
DEC 8 - 1969
FOR FILING

I-FCN-3(FA)107
7273

[illegible]-CA

3 December 1969

Re: Contract No. DA-45-164-CIVENG-61-183
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your three letters of 4 November 1969 which forwarded Price Agreements Nos. 2, 4, and 5, and to your letter of clarification dated 23 November 1969, all concerning change order work for Oregon State Highway Contract No. 7273.

This letter will constitute approval of Price Agreements 2, 4, and 5 for the change order work as itemized in each of the Price Agreements.

Sincerely yours,

HAROLD L. [illegible]
Major, CE
Contracting Officer

orig to Morgan
12-8-69

NOTED
F. B. KLABOE

RECEIVED
NOV 17 1969

FOR FILE

I-80N-3(58)108
7273
[illegible]

14 November 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 4 November 1969 whereby you forwarded copies of Price Agreement No. 3 covering revisions to the specifications and unit prices for culvert extensions for Oregon State Highway Contract No. 7273.

This letter will constitute approval of the agreement.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

orig to Morgan
11-17-69

NOTED
F. B. KLABOE

RECEIVED
NOV 13 1969
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-3(58)108

7273

November 12, 1969

Mr. K. C. Jones, Chief
Contract Administration Branch
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

RE: Relocation of Oregon Highway Facilities
Rufus-Quinton Section
John Day Project

F. B. KLABUE

Dear Sir:

Reply is made to your letter of October 28, 1969 regarding problems encountered in constructing the bench between Stations 319 and 321 on subject project.

Generally, the removal of the 161,000 gross cubic yards of rock excavation has been exceedingly difficult for Subcontractor White due to the closely seamed material and the unstable condition of the high bluffs. All shots, however, light, have caused large quantities to break loose under the neat lines, forming chutes that narrow the bench width to a minimum, making it nearly impossible for equipment to work. Several instances have occurred that have left equipment (drills and cat) stranded without access other than by rope down a 100-foot face. Due to these chutes forming, it has become necessary to drop our bench elevations lower with each occurrence to maintain a final 30-foot bench width.

On October 17 and 29 inspections and discussions were held between the Corps of Engineers, Oregon State Highway Division and Industrial Accident Commission personnel. It was generally agreed that dropping the proposed bench grade with an undulating grade line to elevations at each chute that would provide a bench width wide enough to safely work on with heavy equipment was the only practical solution to the problem.

On October 29, cross sections were given to the Corps of Engineers, our Bend office and our Salem office, showing elevations proposed. (Mr. Sawyer's letter to Mr. Bertram W. Hoare, October 29, 1969, copy enclosed herewith.) This information was verbally approved by the Corps of Engineers.

Since October 29, 1969, work has progressed very slowly through the chute areas. Several more chutes and undercut areas have developed. A small profile is enclosed showing elevations and grade line of the bench that we feel can probably be held.

We have estimated neat quantities only for the total project as of November 7, 1969 adjustment at 195,000 cubic yards. This quantity, of course, may increase as work progresses. The 34,000 cubic yards increase in quantities will increase the cost of this project $63,580 at $1.87 per cubic yard.

An additional photogrammetric flight is now under way and sections of the existing benches will be available soon. It is anticipated that the contractor will request additional money for the removal of this additional material due to the difficulty in removing it from below planned elevation. The Resident Engineer on this project is keeping data on the contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

FD Morgan

F. D. Morgan
Construction Engineer

Enc.

FDM:fw

bc: F. B. Klaboe
J. F. Putnam
J. S. Sawyer

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

~~[illegible]~~

FORM 2-99 (10-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
November 3, 1969

SUBJECT: Rufus-Quinton Section
Columbia River Highway
Contract No. 7273
Prefix No. 628-1052

To: F. D. Morgan
Construction Engineer
Salem, Oregon

The Corps of Engineers has requested we provide them with a letter from the Salem Office for the change of plans on the bench section on subject project. A copy of their request is attached.

On your recent trip to the area you were provided with cross-sections showing the definite plans of operation which we propose. Will you please provide the Corps with the letter requested.

J. F. Putnam
J. F. Putnam
Division Engineer

JFP/dk
enclosures

cc - J. S. Sawyer

Routing
1 Morgan M — Pease E
Decker — Swan
Bond — Glenn
Walker — Litchfield
Boehme — Gallagher
Johnson — Stein

RECEIVED
NOV 4 1969
CONSTRUCTION DIVISION

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

28 October 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

Dear Mr. Sawyer:

Reference is made to our conversations on 23 and 24 October 1969 regarding problems encountered in constructing the bench between Stations 319 and 321.

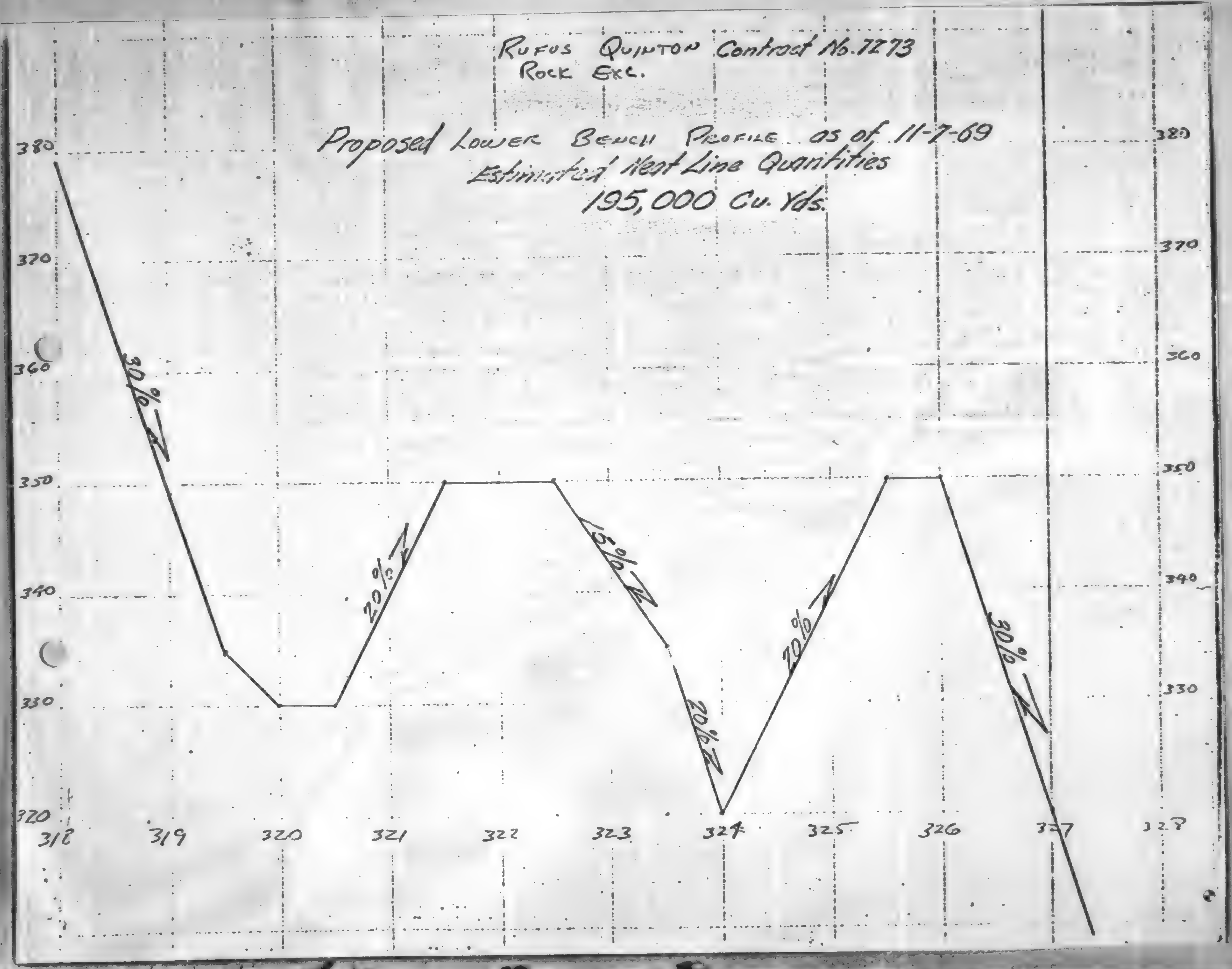
This will confirm my request to you to formalize by letter from your Salem office the plans you orally proposed. The letter should include details of the initial proposed remedial action and the alternate plan you have in mind in the event the initial plan is not successful. Estimated quantities and costs should be presented for both plans. In addition, a statement should be included in the letter to the affect that the Government's responsibility with respect to Deferred Maintenance would be fully discharged upon completion of either plan.

Sincerely yours,

K. C. Jones
K. C. JONES
Chief, Contract Administration Branch

RECEIVED
OCT 29 1969
J. S. SAWYER

Klaboe: Do you wish to make any statement to this effect at this time.
M.

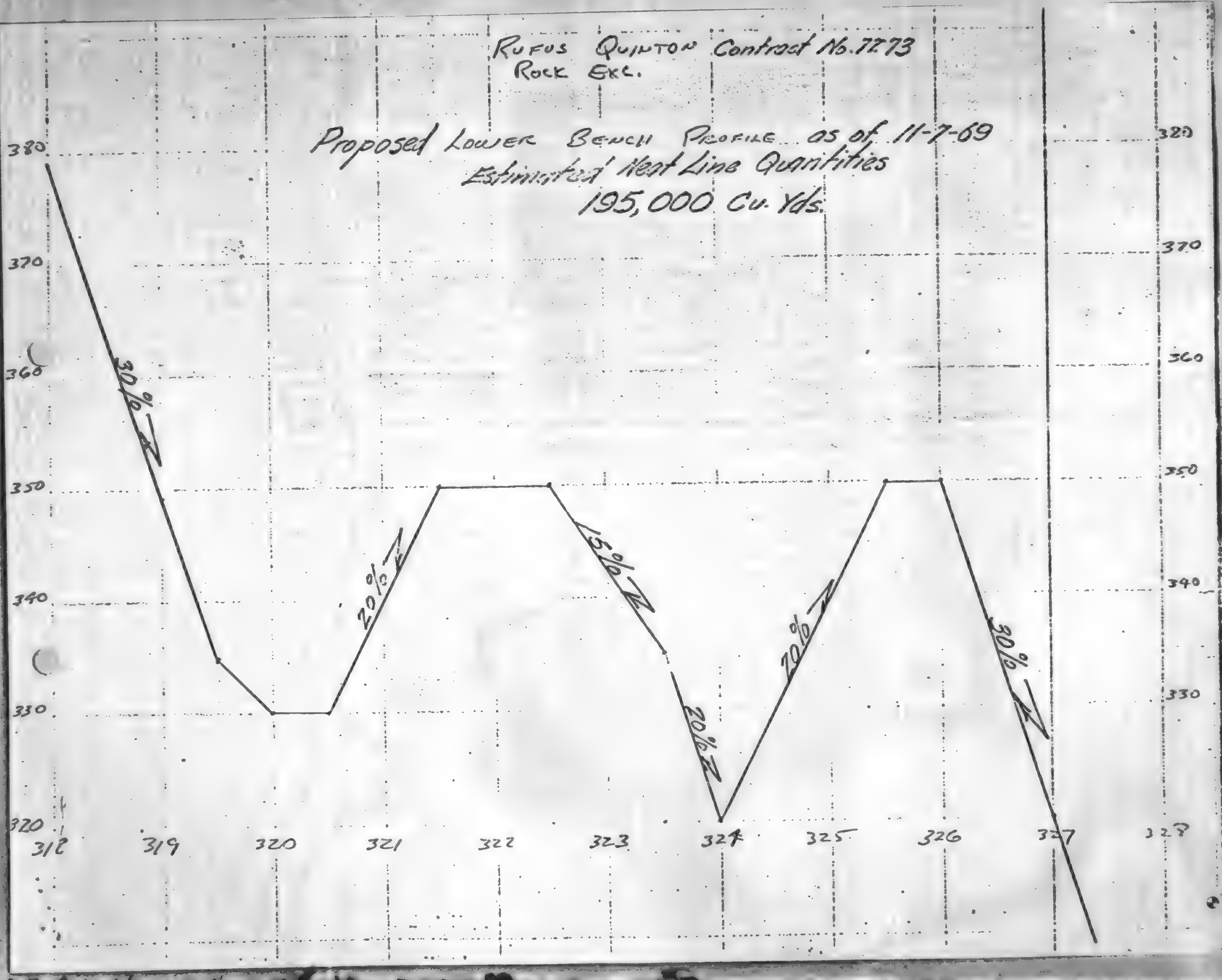


Rufus Quinton Contract No. 7273
Rock Exc.

Proposed Lower Bench Profile as of 11-7-69
Estimated Neat Line Quantities
195,000 Cu. Yds.

Rufus Quinton Contract No. 7273
Rock Exc.

Proposed Lower Bench Profile as of 11-7-69
Estimated Neat Line Quantities
195,000 Cu. Yds.



COMMISSIONERS
L. JACKSON, CHAIRMAN
MEDFORD
MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

FORM 6-139
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OCT X - 1969
"FOR FILING"

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CONSTRUCTION
DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

The Dalles, Oregon 97058
October 3, 1969

Mr. F.W. Tomlinson
Resident Engineer
Union Pacific R/R Co.
P.O.Box 53
Hermiston, Oregon 97838

Re: Contractors Shooting Operations
Rufus-Quinton Section
Columbia River Highway
Sherman County
Contract No. 7273

Dear Sir:

I have recieved your letter and request dated September 24, 1969, and have gone over the situation and conditions quite carefully with our Division Engineer, our Asst. Construction Engineer, and with the Geology Section of the Corps of Engineers.

It was the concensus of opinion that our Sub Contractor, White Bros. Working for the J.C. Compton Co. did nothing more to cause a large quantity of rock to slide over the protective berm along our Hwy centerline, than has been done on previous shots. We have closely and continuously watched the loading of the shots and the amounts of powder used. Also the Sub Contractor is strictly controlled and inspected as to the depth of drill holes.

On this particular occasion, less than one half pound of powder per cubic yard of material within the shot prism was used. Any lesser amount will not loosen the material sufficiently to allow removal and we feel that additional secondary shooting could be extremely dangerous to traffic on both the Highway and the Rail Road.

I have gone over the situation very carefully with our Contractor. We have set up a radio comunication system so that in case of another unforseeable incident better and faster notice will arrive at my office.

You refered to another incident which occured on August 21, 1969, when a small amount of rock went over the protective berm along our centerline and into the Detour area. Only a very few small rocks rolled over our West Bound lanes, down the Highway slope, and onto Rail Road Right of Way. Although there was considerable concern on the part of both your people and ours, damage, if any, was very little; none to Railroad property.

10/6/69
Copy to Litchfield
per Mr Bond
FW

10-6-69
Copy to Klaboe
per Mr Morgan
FW

NOTED
F. B. KLABOE

Our Contractor was cautioned and directed to shoot carefully and avoid long stoppage of traffic. On this particular occasion, Highway traffic was stopped from 12:35 P.M. till 1:48 P.M. or one hour and thirteen minutes.

I feel confident that our Sub Contractor, White Bros., is working with your inspector, Mr McConnell, in connection with the repair of the Right of Way fence and the removal of rocks on the Rail Road property.

I am sure you realize the high bluff that is being benched is extremley unstable and the work being done will be very beneficial to the safety of both the traffic on the highway and the railroad.

Very truly yours,

J S Sawyer
J. S. Sawyer
Resident Engineer

JSS:gpm

cc: J. C. Compton Co.
White Bros. Const. Co.
Mr. Bertram W. Hoare, Const. Eng'r, U.S.A. Corps of Eng'rs.
Mr. F. D. Morgan, Const. Eng'r., O.S.H.D.
Mr. J. F. Putnam, Div. Eng'r., O.S.H.D.
file

RECEIVED
OCT 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-20 (11-67)
OCT 6 - 1969

FOR FILING
I-80N-3(58)128
7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
September 29, 1969

SUBJECT: Road Closure
Rufus-Quinton Section
Columbia River Highway
M.P. 112, Sherman County
Contract No. 7273

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Herewith a Memo to The Files from J. S. Sawyer regarding the recent closure of I-80N at M. P. 112 caused by blasting operations of our contractor on subject project.

Since this closure I have met with Mr. Sawyer and Mr. White, subcontractor on the excavation work, and set up a plan of operation in the event that this should ever occur again. Our biggest error, I feel, was that the people caught in the line were not advised as to the length of delay nor how they could detour the blockage. Immediate steps were taken to advise the traveling public at both the Biggs Junction and Arlington, but those who were already stopped were unaware of the situation.

In the future a representative will contact each and every driver and advise them of the situation.

J F Putnam
J. F. Putnam
Division Engineer

RECEIVED
OCT 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JFP/dk
enclosures

cc - E. S. Hunter
w/attch.
J. S. Sawyer

c-Klabe.

NOTED
F. B. KLABE

Porter
By Asst. State Hwy. Engr

Routing
3 Morgan M
2 Decker
1 Bond D
4 Walker
Boehme
Johnsen

RECEIVED
SEP 30 19
CONSTRUCTION
DIVISION

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5 Swan
Glenn
Litchfield
Gallagher
Stein

FORM 2-90-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
The Dalles, Oregon
September 26, 1969

To: MEMO TO THE FILES

SUBJECT: Blockage of Highway, M.P. 112
Rufus - Quinton Section
Columbia River Highway
Station 319 - 322
Sherman County
Contract No. 7273

At 1:50 P.M. on September 23, 1969, the subcontractor on the rock excavation portion of the subject project put off a shot on the rock bluff south of the highway at approximate elevation between 400 and 420.

Normal amounts of powder were used, however, when the shot was set off, the material broke off below the planned elevation, due possibly to an unknown natural fault in the rock. Several thousand cubic yards of material came down, filling the fallout area behind the protective rock berm which had been placed along the median rail in the eastbound lanes. The median rail and outside guardrail were knocked down and rock blocked approximately 250 feet of the westbound lanes which were being used as a detour around the rock excavation work area.

Some material continued on over the highway fill slopes destroying some 150 feet of railroad R/W fence. No materials reached the railroad tracks.

The State inspector on the project, in conjunction with the subcontractor, immediately made arrangements to get a front end loader from the John Day Dam project nearby to assist and clearing work began at each end of the blocked area.

Room for one-way traffic was obtained by 4:50 P.M., at which time alternating eastbound and westbound traffic was allowed through while further clearing work continued. Two-way traffic was established by midnight of the same day, September 23, 1969.

Our communications were not good. This office did not learn of the trouble and closure until shortly after 4:00 P.M. And then via telephone from Mr. Rod Porter, Deputy State Highway Engineer at Salem, who advised that a complaint had come in from Representative Mann, who was apparently stopped in the traffic line. Subsequent investigation revealed the Security Officer at the John Day Dam had informed the State Police Office at The Dalles (in the same building as this office) of the closure shortly after 2:00 P.M. No one was in this office at that particular time and no further attempt was made to contact this office.

The Dalles Police Office did dispatch a patrolman to the Biggs Interchange soon afterwards, where he met with a subcontractor's flagman and an information point was set up to inform the eastbound traffic of the closure. The traffic was advised they could wait in line the estimated 3 - 4 hours it would require to open the road again or the could cross the Columbia River via the Biggs Toll Bridge to the Washington side and the recross via the ferry at the town of Arlington. The also were advised they could go south via Condon and back to Arlington if they so chose. A like information point was established at Arlington to inform the westbound traffic.

In an effort to provide better communications in the future, should this occur again, this office will have an inspector at each side of the area being shot. Also, a radio-equipped vehicle, capable of relay a message to the District Maintenance Office in The Dalles, will be stationed at either side of the area being blasted. In the event that future shooting results in a closure of more than the normal 20 - 30 minutes required to clear rocks from the road, this office and interested parties will be informed.

J. S. Sawyer
J. S. Sawyer
Resident Engineer

JSS:ELC:erc

cc: F. D. Morgan, Const. Eng'r.
B. S. Hunter, Maint. Eng'r.
J. F. Putnam, Div. Eng'r.
Bertram W. Hoare, Const. Eng'r.
U.S. Army Corps of Engineers

C

[illegible]
OCT 6 1969
FOR FILING

I-80N-3(58) 108
7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 22, 1969

SUBJECT: Moat Section
Rufus-Quinton Section

To: MEMO TO THE FILES

Certain sections of subject project have been under study of the possible construction of a "moat section" in the following listed areas:

1. Station 224 - 246
2. Station 319 - 325
3. Station 881 - 895

Moat construction was proposed when it was thought falling or rolling rocks might be hazardous to the traveling public. Moat was to be constructed at the base of cut slopes ten (10) feet deep and ten (10) to fifteen (15) feet wide.

These areas were inspected September 19, 1969 by myself. The construction of the moat section was discussed with Mr. J. S. Sawyer, Mr. J. F. Putnam and Mr. John Walker. It was the unanimous opinion of all the above that the construction of the "moat section" was not recommended.

I recommend, therefore, as follows:

1. Through Station 224 - 246 construct a guardrail along right shoulder and raise a berm of loose rock immediately back of said guardrail to a height of five (5) feet. This will provide a moat-like area at the base of the cutbanks more effective than the recommended section. Do no shooting for "moat" construction.

2. Through Station 319 - 325, present excavation contract will provide a minimum of eighty-four (84) feet. Cutbank is being constructed by line-drilling the back slopes and the construction of a thirty (30) foot bench about seventy-five (75) feet above the roadbed. It is felt that the line-drilling of the back slope and the wide fallout area will provide adequate protection from falling rocks. Recommend no additional "moat" construction through this area.

Approved 10-3-69
F. Klaboe
Asst. State Hwy. Engr.

10-3-69

3. Recommend Station 881 - 895 be handled in the same manner as Station 224 - 246 by installing guardrail and build-up of a rock berm. This work could be accomplished under present contract or made a part of the Quinton-Arlington project.

We all felt that the "moat section" was unnecessary.

FD Morgan

F. D. Morgan
Construction Engineer

FDM:fw

cc: F. B. Klaboe
J. F. Putnam
J. S. Sawyer

RECEIVED
SEP 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(58)104

NPWCO-CA

7273

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

29 August 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
Rufus - Quinton Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 21 August 1969 whereby you forwarded copies of Price Agreement No. 1 covering a modification to the signing specifications for Oregon State Highway Contract No. 7273.

This letter will constitute approval of the Agreement to provide conformance with the new law of the Oregon Legislature.

Sincerely yours,

Robert J. Giesen

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

NOTED
F. B. KLABOE

9-5-69

Barbee - Morgan - Skoog
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Files

RECEIVED
AUG 26 1969
FOR FILING

DEPARTMENT OF DEFENSE · UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

I-80N-3(58)108

NPWCO-CA 1773

14 August 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 7 August 1969 which transmitted copies of Order No. 1 for State Force Work.

One copy of this order is returned herewith approved.

Sincerely yours,

Harold L. Matthias
HAROLD L. MATTHIAS
Major, CE
Contracting Officer

1 Incl
SFWO No. 1

Orig to Morgan
8-18-69

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

G-1P
G-2N
G-3P
G-4N

Form A-1[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Rufus-Quinton

Date July 28, 1969

Highway Columbia River

Contract No. 7273

F. A. Project No. I-80N-3(58)108 & -4(20)112

County Sherman & Gilliam

Prefix 628-1052

Account No. 278-01

Description of Work To Be Done: Painting traffic lines and markings.

APPROVED: Harold L Matthias
HAROLD L. MATTHIAS
Major, CE
Contracting Officer
Corps Share #2930

Location by Station Numbers:
Throughout project, Station 170+75 to Station 822+00

Estimate of Quantities and Costs:

Temporary Striping	$ 724.00
Permanent Striping:	
24.0 miles 4-in. Skip Centerline @ $35.50	852.00
48.0 miles 3-in. Solid Beaded Shoulder @ $56.60	2,717.00
1.75 miles 3-in. Solid Beaded Shoulder, Interchange Legs & Parking Lot @ $56.60	99.00
16 Hours Painting Traffic Legends @ $38.00	608.00
TOTAL	$5,000.00

Explanation:

This was an extra anticipated Item on the project and funds were provided in the Original Authorization. Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,386,938.54

Present estimate of project cost, including $5,000.00 for work under this order $2,386,938.54

Expected under-run over-run (amount) . . . . . . $ 0.00

Expected under-run over-run (per cent) 0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. S. Sawyer
J.S. Sawyer
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XX

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 21 1969

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(58)108

1273

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: August 13, 1969

In reply refer to: 08-35.B-4

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-3(58)108 & I-80N-4(20)112
Rufus-Quinton Section
State Force Order No. 1
Total Estimated Amount of the Order: $5,000
Federal Participation: $1,863.00

Klabo

Reference is made to Mr. Bond's letter of August 7, 1969, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $5,000 with Federal participation of $1,863.

Enclosure

RECEIVED
AUG 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan
BY ASST. STATE HWY. ENGR
8-15-69

NOT
F. B. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-1[illegible]—5M

4

G-3P
G-4N

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon [illegible] of project agree[illegible] additional funds are [illegible]
1 AUG 1969
Date
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Rufus-Quinton Date July 28, 1969

Highway Columbia River Contract No. 7273 F. A. Project No. I-80N-3(58)108 & -4(20)112

County Sherman & Gilliam Prefix 628-1052 Account No. 278-01

Description of Work To Be Done: Painting traffic lines and markings.

Location by Station Numbers:

Throughout project, Station 170+75 to Station 822+00

Estimate of Quantities and Costs:

Temporary Striping	$ 724.00
Permanent Striping:	
24.0 miles 4-in. Skip Centerline @ $35.50	852.00
48.0 miles 3-in. Solid Beaded Shoulder @ $56.60	2,717.00
1.75 miles 3-in. Solid Beaded Shoulder, Interchange legs & Parking Lot @ $56.60	99.00
16 Hours Painting Traffic Legends @ $38.00	608.00
TOTAL	$5,000.00

Explanation:

This was an extra anticipated item on the project and funds were provided in the Original Authorization. Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,386,938.54

Present estimate of project cost, including $5,000.00 for work under this order $2,386,938.54

Expected under-run over-run (amount) . . . . . . $ 0.00

Expected under-run over-run (per cent) 0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. S. Sawyer Resident Engineer
J.S. Sawyer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ I. F. Putnam Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 11 1969
FOR FILING

I-80N-3(58)108

7273 NPWCO-GA

6 August 1969

Re: Contract No. DA-45-164-CIVENG-61-183
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letters dated 30 June and 23 July 1969 which transmitted copies of Extra Work Orders Nos. 1 and 2.

One copy of each of the Extra Work Orders is returned herewith approved.

Sincerely yours,

2 Incl
Extra Work Orders Nos. 1 & 2

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

orig w/encs
to Morgan
8-8-69

Form E-209—6M

G-21

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Rufus-Quinton
Date July 8, 1969
Highway Columbia River
Contract No. 7273
County Sherman & Gilliam
Prefix 628-1052
Contractor J. C. Compton Company & G. L. Compton
F. A. Project No. I-80N-3(58)108
Address P. O. Box 86, McMinnville, Oregon 97128
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install Horizontal Drains in Rock Bluff in slide area.

NOTE: See letter dated 6 August 1969.

APPROVED:

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Location by station numbers: Station 319 to 330

Estimate of quantities and cost:

Labor	$2,800.00	(Contractor's 20% Allowance Included)
Equipment	3,200.00	(Contractor's 15% Allowance Included)
Total	$6,000.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This was an extra anticipated item on the project and funds were provided in the Original Authorization. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,386,938.54
Present estimate of project cost, including $6,000.00 for work under this order $2,386,938.54
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. S. Sawyer
J. S. Sawyer
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ F. D. Morgan

Form E-100—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-1P
G-2N
G-3P
G-4N

Project Name: Rufus-Quinton
Date: June 23, 1969
Highway: Columbia River
Contract No.: 7273
County: Sherman & Gilliam
Prefix: 628-1052
Contractor: J. C. Compton Company & G. L. Compton
F. A. Project No.: I-80N-3(58)108 I-80N-4(20)112
Address: P. O. Box 86, McMinnville, Oregon 97128
Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's participating in Flagging costs.

NOTE: See letter dated 6 August 1969.

APPROVED:

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Location by station numbers:

Throughout entire project, Sta. 170+75 through 822+00.

Estimate of quantities and cost:

Flagging (State's Share)	$28,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Participatimin Flagging Costs as set forth in the Standard Specifications and Special Provisions for this project. This was an extra anticipated item and funds were set aside for it in the Original Authorization on this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,386,938.54	
Present estimate of project cost, including $28,500.00 for work under this order	$2,386,938.54	
Expected under-run over-run amount	$ 0.00	
Expected under-run over-run per cent	0%	

Submitted by: /s/ J. S. Sawyer
J. S. Sawyer
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approved: /s/ F. D. Morgan

C

RECEIVED
JUL 18 1969
FOR FILING

I-80N-3(58)108

7273

2935

July 15, 1969

Colonel Robert J. Giesen, C. E.
Contracting Officer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

We have received your letter of July 7 concerning the agreements which were made during the recent meeting at the quarry site near the John Day River Interchange and which referred to work on our Rufus-Quinton Section of the Columbia River Highway.

The agreements as set forth in your letter are entirely satisfactory. We wish to thank you for reconsideration and cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
J. F. Putnam
J. S. Sawyer

JHW:fw srb

FORM 8-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1969

SUBJECT: Assignment No. 2935-FBK

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This assignment completion is a little late but could not be completed prior to the meeting at the job site and the subsequent letter from Col. Giesen regarding the agreements made at that meeting.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw

Attach.

RECEIVED
JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NPWCO

7 July 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

ATTENTION: Mr. F. D. Morgan
Construction Engineer

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JUL 0 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Gentlemen:

Reference is made to my letter of 16 June 1969 concerning certain matters relating to the Oregon State Highway Department's Contract No. 7273 for paving of the Rufus to Quinton Section of I80N and certain grading to be done in the vicinity of the John Day River Interchange.

In response to a request by Mr. Sawyer, representatives of the Oregon State Highway Department and of this office met at the site of the work on 1 July 1969 to resolve the problem concerning the location of the Contractor's crushing plant. Also present was Mr. John Compton, the Contractor. As a result of this meeting, agreement was reached that the Contractor's crushing plant and asphalt plant may be set up on the lower bench area at the John Day River and that the excavated materials from the rock cut to be made in connection with this work may be stockpiled on this bench preliminary to the crushing operation. This agreement was reached with the proviso that the bench area is to be left at the end of the paving operation in a condition at least as useable for park development as it now is with any excess stockpiled excavation materials to be levelled off at the approximate elevation of the present bench configuration. For our purposes of park development, it would be desirable that any such excess materials be pushed to the north or east of the edge of the present bench. A further proviso as concerns reject crushed materials was that such materials will be deposited in such a position that at a later date they can be readily picked up for use in park development.

My representatives were assured by Mr. Sawyer that the Contractor would abide by the Oregon State Pollution Control laws in relation to the control of dust during crushing and asphaltic concrete manufacturing operations.

Mr. Compton inquired as to whether or not he could move the Government-owned pile of railway ties so as to improve the area for his operations. There is no objection to this if a mutually agreeable site for the relocation can be selected.

A question was raised concerning the disposition of any excess crushed aggregates at the end of the paving operation. It was understood that Mr. Compton would desire to crush some small contingency allowance of aggregate and that usually when this occurred and the State of Oregon could use any material left over, the State would compensate the Contractor for his crushing costs. Inasmuch as the crushed material will be generated from the rock excavation within the highway right-of-way, I have no objection to the State making such an arrangement with Mr. Compton but, of course, the Corps of Engineers cannot participate in any payment to the Contractor for such a purpose since these materials would be used for maintenance purposes not our responsibility.

A source for borrow material for blanketing the existing pavement to protect it against rock fall during excavation operations was discussed. There is a source of sand which is believed to be suitable at Holms Creek. The blanketing material may be obtained at this location if so desired.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Copies furnished:
Mr. James F. Putnam
Division Engineer
Oregon State Highway Department
Bend, Oregon 97701

Mr. Josh Sawyer
Oregon State Highway Department
The Dalles, Oregon 97058

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klabor

NPWEN-DB

16 June 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
RECEIVED
JUN 13 1969
CONSTRUCTION
DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Dear Mr. Cooper:

Reference is made to the Preconstruction Conference held in The Dalles on 5 June 1969, regarding Contract No. 7273, "Grading, Paving and Signing - Rufus to Quinton." At this meeting several questions arose regarding the contractor's operations which are of concern to this office. They are as follows:

a. Dust control at the crushing site.

b. Contractor's work area.

c. Availability of Government-owned railroad ties.

d. Sand borrow area.

As discussed several times with personnel of your office prior to advertising of this contract, and as outlined in our letter to Mr. Josh Sawyer on 7 February 1969, dust control at all times within the LePage Park area on aggregate and asphaltic concrete manufacturing operations, is very important so as not to annoy people using the recreation site and to prevent the development of a clean-up problem. It was understood from our previous meetings with your personnel that the Oregon State Pollution Control laws would provide adequate dust control on the contractor's operations.

At the conference of 5 June 1969, it was revealed that there is no enforceable dust control on work east of the Cascade Mountains. If this is true, we were misled at previous meetings. Dust control is considered to be necessary during contractor's operations, and it is requested that adequate control as requested previously be required on this contract. Please note also that our permission to use this area is predicated on keeping haul roads in the vicinity of the recreation area well watered to control dust. A copy of our letter of 7 February 1969 is inclosed for your ready reference.

At the 5 June conference, the contractor also indicated that he was setting up his crushing plant on the lower bench area at the John Day River rather than the upper bench area which was outlined by this office and your contract for the contractor's work area. It is requested that the contractor be restricted to the designated work area on the upper bench.

The Government-owned railroad ties stockpiled on the lower bench at the John Day River were stockpiled for future recreation use and are not available for sale to the contractor.

The contractor requested permission to borrow material from the LePage Park area for blanketing the existing pavement where excavated rock will fall on it. The second-phase construction contract for LePage Park consists of grading the area riverward of the access road. The design work has been completed and any borrowing or filling in this area would require a redesign. Therefore, no borrowing within the area can be permitted. A deposit of a similar sandy material which is available exists on the upper bench just downstream of the rock stockpile area. A pit in this material was backfilled with common excavation under a previous rock excavation contract (Jarl's) but some suitable material should be available on either side of the backfilled area. Any excavation must be backfilled to existing ground as this area is to be used at a future date as an overlook area. If you desire to obtain blanketing material from this site a representative of this office will point out the specific location where it may be found.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

1 Incl
Cy 7 Feb 69 ltr

Copies furnished:
Mr. James F. Putnam, Div Engr, OSHD, Bend, Ore.
Mr. Josh Sawyer, OSHD, The Dalles, Ore.

RECEIVED
JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NPWCO 7 February 1969

Mr. Josh Sawyer
Oregon State Highway Department
The Dalles, Oregon 97058

Dear Mr. Sawyer:

This is in reply to your inquiry of 16 January 1969 concerning the availability of quarries for the final surfacing of Interstate 80 between Rufus and Arlington. This matter was discussed with you by telephone on 6 February 1969.

The concrete aggregate source downstream from Rufus is still being used by our Contractor at John Day Dam who has contractual responsibilities for a certain amount of cleanup and restoration. It is not considered desirable that another contractor be permitted to use this source while our Contractor is using it and before cleanup and restoration have been accomplished.

The site at Wild Cat Canyon is within the project boundary and was originally purchased as a source of construction materials. This quarry is available for your use.

As you are aware, it is our plan to develop a recreation area at the mouth of the John Day River. This site may be used for aggregate materials with certain restrictions on operations and requirements for cleanup and restoration. The rock wasted under the Javl contract and which clearly shows on the inclosed photograph may be used in its entirety for the production of aggregates. If this stockpile will not produce all the materials required, then the use of talus within the proposed work area as shown on the photograph would be permissible. Also, the previously used quarry opposite about Station 350 may be used. It is desired that no new scars be put on the hill sides if this can be avoided.

Since the LePage Park area will be in use while this contract work is in progress, all haul roads must be kept well watered to control dust and access to LePage Park must be maintained and useable at all times for people visiting the park area. It is also necessary that the park area be protected from damage by dust and, therefore, it is desired that dust collectors be used on aggregate manufacturing operations and the production of asphaltic concrete. It is requested that insofar as possible, only existing roads be used for access, thereby preserving the appearance of the area adjacent to the park. It is requested that waste materials by crushing operations be stockpiled against the toe of the talus slope for future use by the Government in development of the park.

There is attached a draft of suggested specifications for your consideration in connection with preservation of the landscape and restoration at the end of the paving work.

Inclosed are test results for the Wild Cat Canyon quarry site. This is the only test data available from possible sources between Rufus and Arlington. Sheets 44 to 47 inclusive in Contract 63-266 show the logs for the Wild Cat Canyon quarry site. We have no record in this office on materials which were used for surfacing under Contract 63-16.

Sincerely yours,

3 Incl
1. Photographs (under sep cover)
2. Specifications
3. Petrograph Report

BERTRAM W. HOARE
Chief, Construction Division

Copy furnished:
PE, John Day Relo Proj Ofc

[illegible]
JUL 18 1969
FOR FILING

I-80N-3(58)108
7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 9, 1969

SUBJECT: **Quarry and Stockpile Area**
Rufus-Quinton Section
Columbia River Highway

To: **MEMO TO THE FILES**

On July 1, the following personnel met at the quarry site just southerly of the John Day River Interchange area to discuss the use of portions of the Government controlled area by the contractor, J. C. Compton Company, on the Rufus-Quinton Section, Contract No. 7273.

Bert Hoare, Construction Engineer, U. S. Corps of Engineers
Al Ross, Right of Way Department, U. S. Corps of Engineers
Larry McDevitt, Geologist, U. S. Corps of Engineers
John Compton, J. C. Compton Company
J. F. Putnam, Division Engineer, OSHD
J. S. Sawyer, Resident Engineer, OSHD
Ken Berg, Assistant Field Testing Engineer, OSHD
John Walker, Field Construction Engineer, OSHD

The U. S. Corps of Engineers, by their letter of June 16, 1969 from Col. Robert J. Giesen, Contracting Officer, stated that the use of the lower bench at this quarry site area would not be allowed for a set up and crushing area on the Rufus-Quinton Section contract work. While a check of the sketch map on the plans did not show this area as available, it had been previously assumed that this portion could be used as a crusher and plant set up area by our personnel. Potential contractor had been so advised prior to the project letting.

Upon receipt of the Corps' letter which disallowed the use of the area, it was deemed necessary to have a meeting at the site to discuss the problem.

The Corps' has future plans to use both the upper and lower bench areas of this quarry site for a view point and parking area in connection with their small park and marina at this area.

It was the intention to haul the material from the roadway bench excavation, which is westerly of the site, to the quarry site and crush this material to produce aggregates for the paving overlay. There may be some 20 to 40,000 cubic yards of excess over that required for crushing.

Memo to the Files
July 9, 1969
Page 2

If the crushing and stockpile area was restricted to the upper bench level, it would mean that the contractor would be required to haul all of the excavated material from the westerly benching operation through the lower quarry site bench area and then an additional 1/4± mile uphill to the upper level where it would be crushed, stockpiled, and eventually hauled back down as A. C. and aggregates for the highway work.

After considerable discussion and viewing of the site, the Corps of Engineers personnel agreed to allowing the State the use of the lower area for crushing and stockpiling purposes on this project. It was also agreed that any excess material could be deposited in depressions or lifts which would leave the lower bench area relatively leel and smooth at the completion of the work.

As the existing launching ramp and small recreational area are along the John Day River just east of the quarry site area, the Corps was somewhat concerned about any dust or smoke pollution of the recreation area. They were assured that the contractor would have to abide by current State pollution laws. This appeared to be satisfactory with the Corps. As the contractor, John Compton, was present, he is fully aware of what the Corps desires.

John H Walker
John H. Walker
Field Construction Engineer

JHW:tfw

cc F. B. Klaboe
J. F. Putnam
J. S. Sawyer

RECEIVED
JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1969

6-26-69

FORM PR-33A
(REV. 3-68)

OSHD (Hlabos)
Region
Wash DC

I-[illegible]-3(57)108

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

js

(Check Appropriate box) ☒ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 7273 8	REPORT NO. 1	COUNTY Sherman & Gilliam	DIVISION ORegon
DATE OF INSPECTION 6-26-69	INSPECTION MADE BY J. J. Hegmann, Area Engineer		PROJECT NO. 4(20)112 & I-80N- 3(58)128 7273

IN COMPANY WITH L. H. Warfield, Ass't Div. Engr; J. S. Sawyer, Res. Engr; and J. Grassman, Inspector OSHD

LOCATION

The Columbia River Highway 25 miles
East of The Dalles from Rufus to Quinton

CONTRACTOR NAME AND ADDRESS J. C. Compton Co. & G. L. Compton
P.O. Box 86, McMinnville, OR 97128

AWARD DATE 5-26-69	CONTRACT AMOUNT 2,082,223.15	TIME ALLOWED 350 cal work days	TIME STARTED	WORK STARTED 6-17-69
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 4.9 %	WORK COMPLETED 0 %	

ROADBED (Width 98 Subgrade width of shoulders)

BASE-SURFACING						STRUCTURES OVER 20-FOOT SPAN		
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	THICKNESS EDGE (Inches)	THICKNESS CENTER (Inches)	WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED
R L PORTER

~~RUFUS-QUINTON SECTION~~
~~COLUMBIA RIVER HIGHWAY~~
Grading, Paving and Signing

This project is primarily for construction of an asphaltic concrete overlay of 4" over the existing asphaltic macadam surface; slope benching in heavy rock cuts in a 1200' area; and guardrail, slope and signing revisions necessary to comply with accepted safety standards.

The contractor is subcontracting guardrail and related items amounting to approximately $496,000 to Westbar Company; signing and related items amounting to approximately $37,000 to Stillwell Construction Company; and clearing, grading and drainage items amounting to approximately $339,000 to White Brothers Construction Company, Inc. These items total $872,000 or 41.9% of the contracted amount.

Ref'd to
Morgan 7-23-69

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

The only work underway on the date of this inspection was the erection of advanced warning signs. No work has been completed, however, only 4.9% of the time has elapsed and progress is not considered unsatisfactory.

Work on the excavation and guardrail items is expected to commence as soon as project construction signing is complete. The contractor hopes to commence crushing late this year but plans on no paving until next season.

One potential problem exists relative to the materials source and plant set-up site. The site is provided in the plans and special provisions, however, it is owned by the Corps. of Engineers and some question has developed as to just what area is to be available. Resident Engineer Sawyer hopes the problem will be resolved with the Corps. of Engineers in the very near future so as to not result in any delay.

RECEIVED
JUL 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
JUL 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1969

SP*29811-794

FOR FILING

I-80N-3(58)108

7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1969

SUBJECT: Potential Guardrail and
Median Barrier Damage
Rufus-Quinton Section
Contract No. 7273

To:

Mr. F. D. Morgan
Construction Engineer
Building

Attention: John H. Walker
Field Construction Engineer

Your letter of June 10 to Mr. Rohde, attention Mr. McKinney, has been referred to the undersigned for reply.

It appears that the key provision here is Article 7-32 of the Standard Specifications, under which the contractor is responsible for the work until final acceptance, except that "... injuries or damages due to unforeseeable causes beyond the control of and without fault or negligence of the contractor, including but not restricted to acts of God, acts of the public enemy and acts of governmental authorities will not be the financial responsibility of the contractor."

Under this language, for the exception to apply, it is not enough that the damage be either unforeseeable or from a cause beyond the contractor's control, as suggested on the second page of your letter. For the exception to apply, the damage must be from a cause which is (1) unforeseeable, (2) beyond the control of the contractor, and (3) without the contractor's fault or negligence.

Traffic damage normally would be without the contractor's fault or negligence, and might to some extent be beyond his control, but the first condition, that of unforeseeability, is not deemed to be present, particularly where, as here, the contractor has in fact foreseen such damage and inquired about it in advance.

Also of some pertinence is Article 7-27 of the Standard Specifications, which provides in effect that the contractor is responsible for damage to highways and highway structures "... that may be caused by or that may result from the operations of the contractor, his subcontractors or employees ...." Under this Article, of course, the contractor is responsible for any damage caused by his own operations, but it would not impose any responsibility for traffic damage to existing guardrail and median barriers.

Thus, it appears that this question really boils down to what is included within the contract "work", for which the contractor is responsible under Article 7-32 until final acceptance.

Any new barriers, either median or guardrail, would of course be part of the contract work. It also seems clear that existing barriers, prior to the time that the contractor actually begun work on them, would not be a part of the contract work, and the contractor would not be responsible for traffic damage caused to existing barriers before he begins work on them, even if it occurs after award of the contract.

As we understand it, the guardrail work on this project includes both the construction of some new sections or "runs" of guardrail, and the removal and reinstallation of existing runs of guardrails, in which salvagable existing material may be used. As we understand it, on this reinstallation of existing guardrail materials, the existing rails and posts are to be removed, moved outward, and reinstalled with the possible addition of some new materials as well as the reuse of old materials. Under these circumstances, it appears that once the contractor begins removal of an existing section of guardrail, that section is a part of the contract work and so remains until acceptance of the project.

We also understand that the "readjustment" of existing median barriers require removal of the rails, raising of the posts to a higher elevation, the addition of an equal number of new posts, the addition of blocks, and the reinstallation of the rails. Under these circumstances, this adjustment of medians also clearly appears to be a part of the contract work, as of the time that the contractor goes to work on any particular section.

To summarize, it is our opinion that the contractor is responsible for traffic damage to medians and guardrails from the time that he actually begins work on each section thereof, even though the work consists in part of the reinstallation of existing materials. This responsibility would remain upon the contractor until final acceptance of the project, under Article 7-32, unless and until a given section of the road is accepted for traffic under Article 7-31, as amended.

Article 7-31 provides that a portion of the roadway may, if finished in a manner acceptable to the engineer, "... be designated as 'accepted for traffic' and the contractor will be relieved of maintaining it for legal, public traffic after such acceptance ...." For this provision to apply, it appears that some affirmative action by the Department is required, in addition to merely advising the contractor verbally that a certain portion of the road seems to be alright, or the like. In other words, for the Department to take over a section of the road for maintenance, prior to acceptance of the job as a whole, it would appear that something affirmative, such as a letter or other writing, designating a portion of the roadway as accepted for traffic, would be required. If this is done, then the guardrail and median barriers within that portion of the roadway would be the Department's responsibility as to traffic damage occurring thereafter.

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

cc: Mr. F. B. Klaboe

Mr. G. E. Rohde)
Mr. Frank C. McKinney)) w/copy of 6-10-69 letter.
Mr. Leonard I. Lindas)

RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-88	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Sherman
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-20-69	PROJECT NO. I-80N-3(58)108

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rufus to John Day River Section of the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	3.794
OTHER *(Specify)*		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 344,527.00	$ 317,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 20 1969

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(58)108

RUFUS TO JOHN DAY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

Project Agreement Estimate.

Salem, Oregon, June 12, 1969

Type Code 6201
Roadwork (Sta. 170+75 to Sta. 371+20) (Contract No. 7273)

Temporary Protection and Direction of Traffic	All Required (5%)		$ 1,275.00
Clearing and Grubbing	All Required (21.4%)		17,120.00
Embankment in Place	3,092 cu.yd.	1.50	4,638.00
Finishing Roadbed and Slopes	All Required (10%)		600.00
Trench Excavation	22 cu.yd.	10.00	220.00
Watering	26 M-gal.	3.00	78.00
Stone Leveling Course	1,141 ton	2.25	2,567.25
Asphalt in Tack Coat	32 ton	45.00	1,440.00
Class "B" Asphalt Concrete Mixture	38,329 ton	3.80	145,650.20
Asphalt Cement in Mixture	1,750 ton	30.50	53,375.00
12-inch Steel Culvert Pipe	8 lin.ft.	5.00	40.00
24-inch Steel Culvert Pipe	18 lin.ft.	8.00	144.00
48-inch Steel Culvert Pipe	53 lin.ft.	25.00	1,325.00
24-inch Paved Culvert End Slopes	2 only	150.00	300.00
Concrete Inlets, Type G-2MA	1 only	300.00	300.00
Concrete End Pieces	1 only	400.00	400.00
Remove and Reinstall Guide Posts	3,330 only	3.50	1,155.00
Guard Rail, Type 2A	22,413 lin.ft.	2.52	56,480.76
Guard Rail, Terminal Anchors	31 only	200.00	6,200.00
Extra for Guard Rail Bridge Connection	7 only	90.00	630.00
Reconstruct Median Barrier	21,472 lin.ft.	3.73	80,090.56
Removal of Existing Sign Installations	All Required (16%)		256.00
Sign Support Footings	All Required (5%)		200.00
Breakaway Sign Posts	All Required (3.5%)		474.25
Painted Wood Sign Posts	All Required (20.5%)		246.00
Type "A" and "B" Signs in Place	68.50 sq.ft.	7.38	505.53
Type "C" and "D" Signs in Place	81 sq.ft.	3.90	315.90
Type "E", "F" and "G" Signs in Place	24.08 sq.ft.	4.15	99.93
Type "P" Signs in Place	11 sq.ft.	6.00	66.00
Thermoplastic Pavement Arrows	1 only	80.00	80.00
			$376,272.38

Flagging (60% of Contractor's Cost)	All Required	5,550.00
	Subtotal	$381,822.38
	10% Engr. & Cont.	38,181.62
	Total	$420,004.00
Corps of Engineer's Additional Responsibilities	All Required	(75,467.00)
		$344,537.00

Retained in Program Status

Striping	All Required	$ 630.00
	Subtotal	630.00
	10% Engr. & Cont.	63.00
	Total	$ 693.00

Length of Project 3.794 miles
Cost of Roadway per mile $90,811.02

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Corps of Engr. Funds
Roadway (State)	$344,537.00	$317,000.00	$27,537.00	$ -
Retained in Program	693.00	500.00	193.00	-
Corps of Engr.	650,318.00	-	-	650,318.00
	$995,548.00	$317,500.00	$27,730.00	$650,318.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 19%
Group 2 - 19%

Prefix No. 628-1052

RUFUS-JOHN DAY RIVER SECTION
Project No. I-80N-3(58)108

Corps of Engineer's Responsibilities

Roadwork (Sta. 170+75 to Sta. 371+20) (Contract No. 7273)

Railroad Protective Costs	All Required	(100%)	$ 6,000.00
Temporary Protection and Direction of Traffic	All Required	(79%)	20,145.00
Clearing and Grubbing	All Required	(2.6%)	2,080.00
General Excavation, Unclassified	160,986 cu.yd.	1.87	301,043.82
Excavate Existing Surfacing	6,224 sq.yd	0.35	2,178.40
Watering	51 M-gal.	3.00	153.00
Stone Leveling Course	3,129 ton	2.25	7,040.25
Asphalt in Tack Coat	33 ton	45.00	1,485.00
Class "B" Asphalt Concrete Mixture	23,319 ton	3.80	88,612.20
Asphalt Cement in Mixture	1,640 ton	30.50	50,020.00
Adjusting Inlets	4 only	200.00	800.00
Type 3 Fence	92 rod	25.00	2,300.00
Removal of Existing Sign Installations	All Required	(58%)	928.00
Sign Support Footings	All Required	(76.3%)	3,060.00
Breakaway Sign Posts	All Required	(79.5%)	10,772.25
Single Sign Supports	All Required	(100%)	750.00
Painted Wood Sign Posts	All Required	(64%)	768.00
Type "A" and "B" Signs in Place	1,406.25 sq.ft.	7.38	10,378.12
Type "C" and "D" Signs in Place	361 sq.ft.	3.90	1,407.90
Type "E", "F" and "G" Signs in Place	69.92 sq.ft.	4.15	290.17
Thermoplastic Pavement Arrows	3 only	80.00	240.00
	Total		$510,452.11
Flagging (60% of Contractor's Cost)	All Required		$ 5,270.00
Striping	All Required		870.00
Horizontal Drains	All Required		6,000.00
			$ 12,140.00
	Subtotal		$522,592.11
	10% of Engr. & Cont.		52,258.89
	Total		$574,851.00
Corps of Engineers Additional Responsibilities	All Required *		$ 75,467.00
			$650,318.00

*See following information.

Corps of Engineer's Additional Responsibilities

Roadwork (Sta. 170+75 to Sta. 371+20)

Stone Leveling Course	5,775	ton	2.30	$ 13,282.50
Watering	92	M-gal.	3.00	276.00
3/4"-0 Aggregate in Prime Coat	266	cu.yd.	5.80	1,542.80
RC-250 Asphalt in Prime Coat	41	ton	55.00	2,255.00
120-150 Asphalt in Asphalt Macadam	131	ton	50.00	6,550.00
RS-2 Asphalt in Asphalt Macadam	37	ton	50.00	1,850.00
Aggregate in Asphalt Macadam	1,742	cu.yd.	5.80	10,103.60
Raising Guard Rail	16,099	lin.ft.	1.50	24,148.50
Raising Median Barrier	3,488	lin.ft.	2.25	7,848.0
				$ 67,856.40
Flagging (6% of Contractor's Cost)	All Required			750.00
	Subtotal			$ 68,606.40
	10% Engr. & Cont.			6,860.60
	Total			$ 75,467.00

The Corps of Engineers agreement called for an O-11 oil mat wearing surface on the shoulders but we are using asphalt concrete. The AC is in the State portion, therefore, the credit to the State portion.

RECEIVED
JUN 10 1969

I-80N-3(58)108
7273

June 10, 1969

J. C. Compton Co.
& G. L. Compton
P. O. Box 96
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7273 for grading, paving, and signing on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
Hansen & Rowland, Inc. of Oregon
D. J. Barbee
F. D. Morgan
I. D. Merchant
J. F. Putnam
J. S. Sawyer

RECEIVED
JUN 11 1969
FOR FILE

I-80N-3(58)108
7273

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 10, 1969

SUBJECT: Potential Guardrail and
Median Barrier Damage
Rufus-Quinton Section
Contract No. 7273

To:
Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. Frank McKinney

At a recent pre-construction conference in The Dalles regarding the Rufus-Quinton Section of the Columbia River Highway, Contract No. 7273, the contractor raised the question as to who was responsible for damage to the guardrail and median barrier which may be caused by the public traffic during the duration of the contract.

This project is somewhat different than the normal contracts in that the specifications give the contractor the option of using existing guardrail and median barrier materials in lieu of new materials providing they meet the requirements of the plans and specifications.

On this project the contractor has indicated he will make use of these existing materials and only add new materials as is necessary to bring the finished product to the required standards.

There is a little difference in the special provisions between the guardrail and the median barrier construction. The guardrail provisions call for removal of all of the rail with the statement that materials salvaged from the guardrail removal may be used in lieu of new material if they meet specified requirements. The median barrier provisions call for readjustment of the existing materials to the new standards with addition of new material as necessary.

This section of highway must carry all of its traffic during the construction period which will extend into the summer or early fall of 1970.

Articles 7-31 and 7-32 of the Standard Specifications refer to the sections of highway under traffic and the contractor's responsibility for work. Under the responsibility it states, in part, that the contractor will not be financially responsible for injuries or damages due to unforeseeable causes or causes beyond his control.

The contractor subsequently does not feel he should be responsible for damage caused to the guardrail or median barrier which is done by the traveling public.

It would be appreciated if you would review this matter and give us an opinion as to what guideline should be followed regarding the responsibility of damage that might occur to the guardrail and median barrier on this project.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw

cc F. B. Klaboe

RECEIVED
JUN 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1969

FOR FILING

I-80N-3(58)108

7273

June 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 26, 1969, is requested in the award of contract for the Rufus-Quinton Section, Project Nos. I-80N-3(58)108 and I-80N-4(20)112.

The contractor receiving the award is J. C. Compton Co. and G. L. Compton in the amount of $2,082,223.15, with Contract No. 7273 assigned. This bid was received on May 15, 1969, and awarded May 26, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Bureau of Public Roads' Endorsement

Date__________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

RECEIVED
MAY 28 1969
FOR FILE

I-80N-3(58)108
7273

May 28, 1969

J. G. Compton Co. &
Mr. G. L. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are three copies of Contract No. 7273 for $2,082,223.15 awarded to you by the State Highway Commission on May 26, 1969. This contract is for grading, paving, and signing on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 10, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. .. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
J. P. Putnam
J. S. Sawyer

RECEIVED
MAY 28 1969
R

I-80N-3(58)108
7273

May 28, 1969

Major Harold L. Matthias, Contracting Officer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract DA-45-164-CIVENG-68-108

As requested in your letter of May 22, 1969, this is to advise that the Corps of Engineers' estimated obligation through June 30, 1970 for the Rufus-Quinton Section, Contract No. 7273, is $1,100,000.

The contract is scheduled for completion in August 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Programs and Planning Engineer

cc: F. D. Morgan

CRN:la

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWSU-PR

23 May 1969

Re: Contract DA-45-164-CIVENG-61-103
Relocation of Oregon Highway
Facilities, Interstate Highway 80N

Oregon State Highway Commission
Attn: R. L. Porter
Salem, Oregon 97310

Klaboe

Gentlemen:

Approval is granted to award a contract for Rufus to Quinton Section of Highway I-80N relocation to J. C. Compton Company and G. L. Compton, a joint venture, in the amount of $2,121,723.15. Corps of Engineers' maximum obligation is $1,325,228.18.

Since obligations under Contract DA-45-164-CIVENG-61-103 are funded by fiscal year, funds for payments will be made available in accordance with Article 5 of the contract. Request you furnish estimate of anticipated earnings under agreement through 30 June 1970. ✓

Sincerely yours,

Harold L Matthias

HAROLD L. MATTHIAS
Major, CE
Contracting Officer

5-26-69
REFERRED TO
Young - Barber
By Asst. State Hwy. Engr

nelson

RECEIVED
MAY 26 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1969
FOR FILES

I-80N-3(58)108

7273

May 27, 1969

J. C. Compton Co. &
  G. L. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on May 20, 1969, accepted your proposal for grading, paving and signing on the Rufus-Quinton Section of the Columbia River Highway in Sherman and Gilliam Counties for the sum of $2,082,223.15 and referred it to the State Highway Engineer with authority to award the contract when approval of the Corps of Engineers is received.

Approval has been received and the State Highway Engineer on May 26 awarded you the project, which has been assigned Contract No. 7273.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

RECEIVED
MAY 20 1969
FOR FILING

I-80N-3(58)108
7273

May 19, 1969

District Engineer
0802 Corps of Engineers
2653 Building 602, City-County Airport
2759 Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164 CIVENG-61-103
Rufus-Quinton Section
I-80N-3(58)108 ; I-80N-4(20)112

Reference is made to the grading, paving and signing contract on the Rufus-Quinton Section of I-80N on the John Day Lock and Dam project.

Bids for the work were received and read May 15, 1969 in accordance with Oregon State Highway Department procedures. J.C. Compton Company and G.L. Compton, as a joint venture, submitted the low bid which is substantially below the engineer's estimate. They are qualified contractors.

Enclosed is a copy of the contract quantities extended by the low bid unit amount. A tabulation of your obligation quantities and extended unit prices is also enclosed. Included in your obligation are the gross quantities and unit prices for the 0-11 surfacing on the shoulders, and raising of the median barrier and guard rail based upon agreed gross quantities and unit prices. The method of payment for these items, which are not contract bid items, is provided for in Supplemental Agreement No. 5 to Contract No. DA-45-164-CIVENG-61-103.

Under terms of Contract No. DA-45-164-CIVENG-61-103, costs for the work, using contract bid prices, are to be allocated as follows:

Total Contract Including 12-1/2% Engineering and Contingencies	$2,386,938.54
Corps of Engineers' Obligation	1,325,228.18
Oregon State Highway Department Obligation . . .	$1,061,710.36

Your concurrence in award of this contract to J.C. Compton Company and G.L. Compton, as a joint venture, on the basis set forth is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R.L. Porter
Deputy State Highway Engineer

Enclos.
DBK:jp
cc: D.J. Barbee
L.H. Young
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

May 19, 1969

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Quantity Summary and Cost Estimate
Corps of Engineers' Obligation

Item	Unit	Quantity	Unit Price	Estimate
1. Railroad Protective Costs	Lump Sum	All	All	$ 6,000.00
2. Temp.Protec. & Direction of Traffic	Lump Sum	All	All	22,695.00
3. Clearing and Grubbing	Lump Sum	All	All	2,060.00
4. General Excavation, Unclassified	Cu. Yd.	160,986	1.87	301,043.82
6. Excavate Existing Surfacing	Sq. Yd.	10,264	0.35	3,592.40
9. Watering	M-Gal.	162	3.00	486.00
10. Stone Leveling Course	Ton	10,084	2.25	22,689.00
11. Asphalt in Tack Coat	Ton	100	45.00	4,500.00
12. Cl."B" Asph.Concrete Mixture	Ton	88,133	3.80	334,905.40
13. Asphalt Cement in Mixture	Ton	5,205	30.50	158,752.50
20. Adjusting Inlets	Each	4	200.00	800.00
22. Extra for A.C.Concrete Approaches	Each	1	50.00	50.00
28. Type 3 Fence	Rod	92	25.00	2,300.00
SIGNING ITEMS				
29. Remove Existing Sign Installations	Lump Sum	All	All	1,328.00
30. Sign Support Footings	Lump Sum	All	All	3,800.00
31. Breakaway Sign Posts	Lump Sum	All	All	13,075.75
32. Single Sign Supports	Lump Sum	All	All	750.00
33. Painted Wood Sign Posts	Lump Sum	All	All	906.00
34. Type "A" & "B" Signs in Place	Sq. Ft.	1754.50	7.38	12,948.21
35. Type "C" & "D" Signs in Place	Sq. Ft.	449	3.90	1,751.10

Rufus-Quinton Section - Page 2
Quantity Summary and Cost Estimate
Corps of Engineers' Obligation

Item	Unit	Quantity	Unit Price	Estimate
36. Type "E", "F" & "G" Signs in Place	Sq. Ft.	69.92	4.15	290.17
38. Thermoplastic Pavement Arrows	Each	3	80.00	240.00
Additional Items as per Agreement (Not Contract Items)				
Stone Leveling Course	Ton	19,865	2.30	45,689.50
Watering	M-Gal.	319	3.00	957.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	902	5.80	5,231.60
RC 250 Asphalt in Prime Coat	Ton	139	55.00	7,645.00
120-150 Asph. in Asph. Macadam	Ton	445	50.00	22,250.00
RS-2 Asph. in Asphalt Macadam	Ton	124	50.00	6,200.00
Aggregate in Asphalt Macadam	Cu. Yd.	5,908	5.80	34,266.40
Raising Guard Rail	Lin. Ft.	73,959	1.50	110,938.50
Raising Median Barrier	Lin. Ft.	12,013	2.25	27,029.25
	Total	...	...	$1,155,190.60
Anticipated Additional Items:	Flagging			13,860.00
	Striping			2,930.00
	Horizontal Drains			6,000.00
	Total	...	...	$1,177,980.60
	+ 12-1/2% Engineering & Contingencies			147,247.58
	Grand Total	...	...	$1,325,228.18

May 19, 1969

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Quantity Summary and Cost Estimate
Total Contract

Item	Unit	Quantity	Unit Price	Estimate
1. Railroad Protective Costs	All	All	All	$ 6,000.00
2. Temp. Protec. & Direction of Traffic	All	All	All	25,500.00
3. Clearing and Grubbing	All	All	All	80,000.00
4. General Excavation, Unclassified	Cu. Yd.	160,986	1.87	301,043.82
5. Embankment in Place	Cu. Yd.	9,016	1.50	13,524.00
6. Excavate Existing Surfacing	Sq. Yd.	11,518	0.35	4,031.30
7. Finishing Roadbed and Slopes	Lump Sum	- -	All	6,000.00
8. Trench Excavation	Cu. Yd.	30	10.00	300.00
9. Watering	M-Gal.	215	3.00	645.00
10. Stone Leveling Course	Ton	12,255	2.25	27,573.75
11. Asphalt in Tack Coat	Ton	195	45.00	8,775.00
12. Cl. "B" Asph. Concrete Mixture	Ton	196,314	3.80	745,993.20
13. Asphalt Cement in Mixture	Ton	10,795	30.50	329,247.50
14. 12" Steel Culvert Pipe	Lin. Ft.	8	5.00	40.00
15. 24" Steel Culvert Pipe	Lin. Ft.	55	8.00	440.00
16. 48" Steel Culvert Pipe	Lin. Ft.	53	25.00	1,325.00
17. 24" Paved Culvert End Slopes	Each	4	150.00	600.00
18. 48" Paved Culvert End Slopes	Each	2	350.00	700.00

Rufus-Quinton Section - Page 2
Quantity Summary and Cost Estimate
Total Contract

Item	Unit	Quantity	Unit Price	Estimate
19. Concrete Inlets, Type G-2MA	Each	1	300.00	300.00
20. Adjusting Inlets	Each	4	200.00	800.00
21. Concrete End Pieces	Each	1	400.00	400.00
22. Extra for A.C. Conc. Approaches	Each	1	50.00	50.00
23. Remove & Reinstall Guide Posts	Each	825	3.50	2,887.50
24. Guard Rail, Type 2A	Lin. Ft.	83,408	2.52	210,188.16
25. Guard Rail Terminal Anchors	Each	52	200.00	10,400.00
26. Extra for Guard Rail Bridge Conn.	Each	9	90.00	810.00
27. Reconstruct Median Barrier	Lin. Ft.	71,016	3.73	264,889.68
28. Type 3 Fence	Rod	92	25.00	2,300.00
SIGNING				
29. Removal of Existing Sign Installations	Lump Sum	All	All	1,600.00
30. Sign Support Footings	Lump Sum	All	All	4,000.00
31. Breakaway Sign Posts	Lump Sum	All	All	13,550.00
32. Single Sign Supports	Lump Sum	All	All	750.00
33. Painted Wood Sign Posts	Lump Sum	All	All	1,200.00
34. Type "A" & "B" Signs in Place	Sq. Ft.	1,823	7.38	13,453.74
35. Type "C" & "D" Signs in Place	Sq. Ft.	546	3.90	2,129.40
36. Type "E", "F" & "G" Signs in Place	Sq. Ft.	94	4.15	390.10

Rufus-Quinton Section - Page 3
Quantity Summary and Cost Estimate
Total Contract

Item	Unit	Quantity	Unit Price	Estimate
37. Type "F" Signs in Place	Sq.Ft.	11	6.00	66.00
38. Thermoplastic Pavement Arrows	Each	4	80.00	320.00
	Total	...	...	$2,082,223.15
Anticipated Additional Items:	Flagging			28,500.00
	Striping			5,000.00
	Horizontal Drains			6,000.00
	Total	...	...	$2,121,723.15
	+ 12-1/2% Engineering & Contingencies			265,215.39
	Grand Total	...	...	$2,386,938.54

RECEIVED
MAY 20 1969
FOR FILES

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-80N-3(58)108
1273

DATE: May 15, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Projects I-80N-3(58)108 and I-80N-4(20)112
Rufus - Quinton Section, Columbia River Highway

Mr. Morgan's letter of May 8 requested approval for an additional 2-inch final lift of asphaltic concrete to be added at some future time on the subject project. The supporting data which you submitted has been carefully reviewed.

The review indicates that a CBE of 25-1/2 inches is justified; however, it is our opinion that the existing base is sufficiently stable to permit full credit. Considering 2 inches of CBE for an O-11 oil mat and patching and 8 inches of CBE for the 4 inches of asphaltic concrete being placed under this contract, the full required depth of CBE will essentially be placed.

From the above, I regret that I am unable to approve your request.

5-20-69

REFERRED TO
Becker - Barber
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]
MAY 18 1969
FOR FILING

I-80N-3(58)108
7273

May 13, 1969

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Rufus-Quinton Section, Columbia River Highway
Sherman and Gilliam Counties, Project Nos.
I-80N-3(58)108 and I-80N-4(20)112
Your Reference: 08-35-DA

Reference is made to your letter of April 16, 1969, regarding construction of a moat on this section.

As per your suggestion, the Corps of Engineers was approached on the basis of their participation in constructing a moat up to the cost of their suggested alternate stop log design. By the Corps of Engineers' letter dated May 1 (copy enclosed), they have rejected the proposal and have stated that they will not participate in constructing a rock fallout moat inasmuch as they would still have to dispose of the stop logs.

It is still the feeling of the Highway Department that a moat should be constructed in the three proposed locations as stated in my April 11 letter.

You have indicated a willingness to participate in the $20,000 difference between the $70,000 stop log design and the $90,000 moat design; therefore, it is requested that you reconsider and participate in construction of the moat as a safety measure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan
J. F. Putnam

DEK:jp srb

Attachment

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

1 May 1969

NPWEN-DB

Re: Contract No. DA-45-164-CIVENG-61-103
Rock Fallout Protection, John Day
Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

NOTED
R. L. PORTER

Dear Mr. Cooper:

Reference is made to your letter of 18 April 1969 requesting our participation in the cost of constructing a moat section versus stoplogs to prevent rocks from rolling onto your roadway.

We have stated in previous meetings with your representatives that surplus stoplogs were stored in our yards at John Day Dam and could be made available for rock protection purposes on Interstate Highway 80N. If these stoplogs are not put to some constructive use, their disposal will require an expenditure on the part of the Government. We were willing to direct this expenditure of disposal costs to your benefit by placing of said stoplogs along your highway thus protecting the traffic lanes from future rock fallouts.

Since you have decided not to use these stoplogs, we will dispose of them in some other manner and will not be able to participate in the construction cost of a rock fallout moat.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Routing
1 [illegible]
2 Hall
A. Olson
Semple
[illegible]
[illegible]
Trout T
Wallis
Hackleman
Scott
R. Olson
Carlsten

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MAY - 6 1969
DESIGN
DIVISION

RECEIVED
MAY 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1969

FOR FILING
I-80N-3(58)108
7773

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 23, 1969

To: MEMORANDUM TO FILE:

SUBJECT: State vs. U. S. - File L-5974
John Day Dam Project
Rufus-Quinton Section
Columbia River Highway

On this date Don Keyes of the Design Division discussed with Mr. Rohde and myself the possibility of amending our John Day Dam project agement with the Corps of Engineers. The proposed amendment to the agreement would change the type of surfacing for the shoulders, and possibly in the median strip, from a 0-11 oil mat to AC paving.

The original John Day Dam agreement with the Corps provided for the Corps' participation based on certain unit prices for the 0-11 mat on the shoulders and median strips. The Construction Division desires to change these to the above-mentioned AC paving and in order to obtain the Corps' participation it is necessary to amend the original agreement. It appears the Corps is willing to do this.

In view of our litigation with the Corps, we called Mr. Paul McNulty of King & King to see if he had any objection to such amendment or if he had any suggestions as to the language.

Mr. McNulty had no objection to the proposed amendment. He did, however, mention that it was common knowledge in Washington, D. C., that the Corps was broke. He stated this was due to the 13% cutback in the Corps' budget when the surtax was passed. He was aware of the several projects the Corps had under construction, but which were now idle due to the lack of funds. It was his opinion that if we paid the total initial cost, we may not get Corps reimbursement until after the next Corps appropriation--whenever that will be. Mr. McNulty believed that before we award the contract we should have some assurance from the Corps they have the participating money or we may have to carry it on our books until they get some.

He also felt we should be sure the BPR has sufficient funds to reimburse the State for its share since there was a rumor that the BPR was also short of money.

Mr. McNulty stated that he was preparing the amended petition to cover the Blalock Interchange culvert problem. He thought he would have no trouble from the Court in allowing the amendment.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
D. J. Barbee
G. E. Rohde

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1969

FOR FILING

I-80N-3(58)108
7273

April 18, 1969

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA 45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Reference is made to past discussions in regard to the use of stop logs along portions of this section to prevent rocks from falling into the roadway.

This has been discussed with the Bureau of Public Roads and they agree that some positive measure is necessary in order to prevent the recurrence of accidents along this area. However, they believe that a moat section would have advantages over the stop log design and have indicated that they would be willing to participate, with Interstate funds, on the additional cost of the moat design over the stop log design.

This is to request your participation in the construction of the moat design up to the cost of the stop log alternate. Our estimate of cost for transporting and installing these stop logs, including preparation of base and drainage, is $70,000. Your concurrence in this substitution is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan
J. F. Putnam

ADO:jp srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 16, 1969

In reply refer to: 08-35-DA
X I-80N-4(20)112

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-3(58)108
Quinton-Rufus - Quinton-Blalock Sections
Columbia River Highway

Mr. Klaboe's April 11 letter requested our concurrence in an Interstate Safety Project along the portions of the subject sections for the construction of moat to prevent rocks from falling into the roadway.

We are in agreement that some positive measures are necessary in order to prevent the reoccurrence of accidents similar to the fatality that occurred this past year.

The Corps of Engineers has agreed to pay the cost of transporting and installing the concrete stop logs as a barrier which will amount to approximately $70,000. You estimate that the cost of construction of a moat section will be around $90,000. This office considers that the advantages of the moat design over the stop log design would more than offset the $20,000 difference between the two proposals. We believe that you should approach the Corps of Engineers for participation in the construction of the moat design up to the cost of their alternate stop log design. We would be willing to participate in the estimated $20,000 difference with Interstate funds.

4-18-69
REFERRED TO
Hall
By Asst. State Hwy. Engr.

Proposition A.E.
immediately and
advise reaction

copy to
Morgan
4-18-69

RECEIVED
APR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 18 1969
FOR FILING

I-80N-3(58)108

7273

April 17, 1969

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Reference is made to the proposed paving by the Oregon State Highway Department of the Rufus-Quinton Section of Interstate Highway 80-N in which you share construction obligations as part of the John Day Lock and Dam Project.

The base design that will be constructed is different than the design used under the terms of Contract No. DA-45-164-CIVENG-61-103. The contract called for a modified 0-11 oil mat on the shoulder area with four (4) inches of asphaltic concrete on the travel lanes and two (2) inches of asphaltic concrete in the median area with two (2) inches of leveling material. The contract that will be let for the construction will have four (4) inches of asphaltic concrete on the shoulder areas, travel lanes, and median area where it is a 8.4 foot median. Because of this change in base design the items for the 0-11 oil mat will not appear as bid items in the contract; therefore, the following item unit prices will have to be agreed on:

Stone Leveling Course	$2.30 per ton
Watering	3.00 per M-gal.
3/4"-0 Aggregate in Prime Coat	5.80 per cu.yd.
RC-250 Asphalt in Prime Coat	55.00 per ton
120-150 Asphalt in Asphalt Macadam	50.00 per ton
RS-2 Asphalt in Asphalt Macadam	50.00 per ton
Aggregate in Asphalt Macadam	5.80 per cu.yd.

There are two other items that will not be bid items on the contract and will have to be agreed on. The following are the items and unit prices:

Raising Guard Rail	$1.90 per lin.ft.
Raising Median Barrier	2.25 per lin.ft.

This work is made necessary because of settlement. Under this contract additional work, due to new safety standards, will be done. The additional work is a State obligation and will be done under bid items "Guard Rail, Type 2A" and "Reconstruct Median Barrier."

Application is hereby made by the Oregon State Highway Department of the State of Oregon at Salem, Oregon, for approval by the District Engineer, Corps of Engineers, of plans, specifications, and quantities for the referenced section to be advertised for bidding.

Enclosed you will find the original drawings of the contract plans, specifications, and detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this work are to be allocated as follows:

Total Contract including 12 1/2% Engineering and Contingencies	$2,955,675.09
Total Corps of Engineers Obligation	1,445,530.64
Total Oregon State Highway Department Obligation	1,510,144.45

Your early attention to this matter would be greatly appreciated so we may meet our contract schedule.

Very truly yours,

Original signed by Forrest Cooper

FORREST COOPER
State Highway Engineer

DEK/bdr
Enc.
cc: L. H. Young
C. H. Nelson
J. F. Putnam
A. F. Parson
D. J. Barbee

RECEIVED
APR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Quantity Summary and Cost Estimate
Total Contract.

Item	Unit	Quantity	Unit Price	Estimate
1. Railroad Protective Costs	All	All	All	$ 4,000.00
2. Temporary Protection & Direction of Traffic	All	All	All	35,000.00
3. Clearing and Grubbing	All	All	All	40,000.00
4. General Excavation, Unclassified	Cu. Yd.	160,986	1.35	217,331.10
5. Embankment in Place	Cu. Yd.	9,016	1.75	15,778.00
6. Excavate Existing Surfacing	Sq. Yd.	11,518	0.50	5,759.00
7. Finishing Roadbed and Slopes	Lump Sum	- -	All	5,000.00
8. Trench Excavation	Cu. Yd.	30	4.00	120.00
9. Watering	M-Gal.	215	3.00	645.00
10. Stone Leveling Course	Ton	12,255	2.30	28,186.50
11. Asphalt in Tack Coat	Ton	195	60.00	11,700.00
12. Cl. "B" Asph. Concrete Mixture	Ton	196,314	5.70	1,118,989.80
13. Asph. Cement in Mixture	Ton	10,795	33.00	356,235.00
14. 12" Steel Culvert Pipe	Lin. Ft.	8	4.50	36.00
15. 24" Steel Culvert Pipe	Lin. Ft.	55	10.00	550.00
16. 48" Steel Culvert Pipe	Lin. Ft.	53	28.00	1,484.00
17. 24" Paved Culvert End Slopes	Each	4	100.00	400.00

Item	Unit	Quantity	Unit Price	Estimate
18. 48" Paved Culvert End Slopes	Each	2	200.00	400.00
19. Conc. Inlets, Type G-2MA	Each	1	300.00	300.00
20. Adjusting Inlets	Each	4	60.00	240.00
21. Concrete End Pieces	Each	1	150.00	150.00
22. Extra for A.C. Conc. Approaches	Each	1	50.00	50.00
23. Remove & Reinstall Guide Posts	Each	825	4.00	3,300.00
24. Guard Rail, Type 2A	Lin. Ft.	83,408	4.00	333,632.00
25. Guard Rail Terminal Anchors	Each	52	200.00	10,400.00
26. Extra for Guard Rail Bridge Conn.	Each	9	175.00	1,575.00
27. Reconstruct Median Barrier	Lin. Ft.	71,016	5.00	355,080.00
28. Type 3 Fence	Rod	92	25.00	2,300.00
SIGNING				
29. Removal of Existing Sign Installations	Lump Sum	All	All	266.00
30. Sign Support Footings	Lump Sum	All	All	4,307.00
31. Breakaway Sign Posts	Lump Sum	All	All	14,948.00
32. Single Sign Supports	Lump Sum	All	All	840.00
33. Painted Wood Sign Posts	Lump Sum	All	All	1,029.00
34. Type "A" & "B" Signs in Place	Sq. Ft.	1,823	7.75	14,128.25
35. Type "C" & "D" Signs in Place	Sq. Ft.	546	4.50	2,457.00
36. Type "E", "F" & "G" Signs in Place	Sq. Ft.	94	5.15	484.10

Item	Unit	Quantity	Unit Price	Estimate
37. Type "F" Signs in Place	Sq. Ft.	11	6.00	66.00
38. Thermoplastic Pavement Arrows	Each	4	100.00	400.00
	Total			$2,587,766.75
Anticipated Additional Items:	Flagging			28,500.00
	Striping			5,000.00
	Horizontal Drains			6,000.00
	Total			$2,627,266.75
	+12-1/2% Engineering & Contingencies			328,408.34
	Grand Total			$2,955,675.09

HIGHWAY 80-N LOCATION

RUFUS-QUINTON SECTION

Quantity Summary and Cost Estimate
Corps of Engineers' Obligation

Item	Unit	Quantity	Unit Price	Estimate
1. Railroad Protective Costs	Lump Sum	All	All	4,000.00
2. Temp. Protec. & Direction of Traffic	Lump Sum	All	All	31,196.00
3. Clearing and Grubbing	Lump Sum	All	All	1,050.00
4. General Excavation, Unclassified	Cu. Yd.	160,986	1.35	217,331.10
6. Excavate Existing Surfacing	Sq. Yd.	10,264	0.50	5,132.00
9. Watering	M-Gal.	162	3.00	486.00
10. Stone Leveling Course	Ton	10,084	2.30	23,193.20
11. Asphalt in Tack Coat	Ton	100	60.00	6,000.00
12. Cl. "B" Asph. Concrete Mixture	Ton	88,133	5.70	502,358.10
13. Asph. Cement in Mixture	Ton	5,205	33.00	171,765.00
20. Adjusting Inlets	Each	4	60.00	240.00
22. Extra for A.C. Concrete Approaches	Each	1	50.00	50.00
28. Type 3 Fence	Rod	92	25.00	2,300.00
SIGNING ITEMS				
29. Remove Existing Sign Installations	Lump Sum	All	All	220.50
30. Sign Support Footings	Lump Sum	All	All	4,289.00
31. Breakaway Sign Posts	Lump Sum	All	All	14,414.00
32. Single Sign Supports	Lump Sum	All	All	840.00

Rufus-Quinton Section
Quantity Summary and Cost Estimate
Corps of Engineers' Obligation

Item	Unit	Quantity	Unit Price	Estimate
33. Painted Wood Sign Posts	Lump Sum	All	All	776.00
34. Type "A" & "B" Signs in Place	Sq. Ft.	1754.50	7.75	13,597.38
35. Type "C" & "D" Signs in Place	Sq. Ft.	449	4.50	2,020.50
36. Type "E", "F" & "G" Signs in Place	Sq. Ft.	69.92	5.15	360.09
38. Thermoplastic Pavement Arrows	Each	3	100.00	300.00
Attitional Items as per Agreement (not contract items)				
Stone Leveling Course	Ton	19,865	2.30	45,689.50
Watering	M-Gal.	319	3.00	957.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	902	5.80	5,231.60
RC 250 Asphalt in Prime Coat	Ton	139	55.00	7,645.00
120-150 Asph. in Asph. Macadam	Ton	445	50.00	22,250.00
RS-2 Asph. in Asph. Macadam	Ton	124	50.00	6,200.00
Aggregate in Asph. Macadam	Cu. Yd.	5,908	5.80	34,266.40
Raising Guard Rail	Lin. Ft.	73,959	1.50	110,938.50
Raising Median Barrier	Lin. Ft.	12,013	2.25	27,029.25
	Total			$1,262,136.12
Anticipated Additional Items:	Flagging			18,860.00
	Striping			2,980.00
	Horizontal Drains			6,000.00
	Total			$1,284,916.12
	+ 12-1/2% Engineering & Contingencies			160,614.52
	Grand Total			$1,445,530.64

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APR 14 1969
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I-80N-3(58)108
7273

April 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

2802
2653
[illegible]

Dear Sir:

Re: Rufus-Quinton and Quinton-Blalock Sections
Columbia River Highway

These sections are exposed to falling rocks that are not contained within the fallout area. A proposal has been made by the Corps of Engineers that surplus concrete stop-logs from the John Day Dam be used to construct a barrier along the shoulder line to stop the rocks from rolling onto the travel lanes.

These concrete stop-logs would make an effective barrier, unless the area behind them became filled with a sudden rock fall. If this occurred, rocks would bounce over the wall on the pavement. Another objection to their use is that nothing can be done to relieve their building-block appearance. Stacking these concrete beams along the shoulder will give a restricted section compared to the open design used in adjacent cuts. A drainage problem will result along the shoulder line that will add to costs, and keeping a true line and grade in placing the beams will be difficult.

A preferable solution is to provide a moat section within the fallout area. This would not only be less objectionable in appearance but would offer more protection from rocks landing on a rock-fall in the moat, since it would not be above the grade of the highway.

The total length of the three proposed locations on these sections is 4,800 feet. The cost of a moat section will be about $90,000. The cost of transporting and installing the stop-logs is estimated at $70,000. The Corps of Engineers has indicated that it will pay for the stop-log proposal but not the moat proposal. Nevertheless, we still feel that the moat proposal is highly preferable and hereby request Interstate funds to perform this safety project.

We request that this matter be expedited as the work must be a part of the project to be let on May 15, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan
J. F. Putnam

FLH:bdr srb

Routing
FORM 2-90 (12-67)
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

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APR - [illegible] 1969
DESIGN
DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1969

To:
MEMO TO THE FILES

SUBJECT: Pre-Construction Plans in Hand
Inspection of the
Rufus-Quinton Section
Columbia River Highway

NO
F. B. KLAB

On Tuesday, March 25, 1969, the following personnel met at the U. S. Corps Army Engineers Office in Walla Walla, Washington to discuss pro and con the construction of a moat or a retaining wall made of concrete logs for protection against falling rock on the Rufus-Quinton Section.

B. W. Hoare, Chief Construction Division, U. S. Corps
Harry Drake, Chief Engineer Section, U. S. Corps
Joe Monahan, Legal Department, U. S. Corps
Larry McDevitt, Soils Engineer, U. S. Corps
Al Jacobs, U. S. Corps
Dick Gulixson, Geologist, U. S. Corps
J. F. Putnam, Division Engineer, OSHD
J. S. Sawyer, Resident Engineer, OSHD
J. H. Walker, Field Construction Engineer, OSHD

The OSHD group wished the Corps to consider the construction of a moat; however, they thought that the method of using the concrete logs as a retaining wall just outside the shoulder would, in fact, provide a fallout area of moat type which would be satisfactory, which would not be of displeasing appearance and would be considerably less in cost than the moat and that they could only approve this method. It was their opinion the logs could be set on concrete peds or something similar. They approved of an end section of good appearance being constructed or if a flare would be desirable it could be done. Guardrail installed in front of the logs or attached to them would be in order.

The Corps has the concrete logs which are or will become available. a letter of availability dates accompanies this report. Photos 1 and 2 on an accompanying sheet show these concrete logs. It was the OSHD group's opinion that the Corps would assume all costs for the log wall construction, but this probably should be confirmed.

Gordon Brooks, Bureau of Public Roads District Engineer, discussed this matter with us and he stated there was no objection to the concrete logs and that the Bureau would not participate in construction of the moat.

On Wednesday, March 26, the following personnel met in The Dalles Highway office, went over plans, then inspected the Rufus-Quinton section in the field:

Gordon Brooks, District Engineer, Bureau of Public Roads
J. F. Putnam, Division Engineer, OSHD
J. S. Sawyer, Resident Engineer, OSHD
Wm. Sample, Design, OSHD
Bob Hamilton, D.M.S., OSHD
John Walker, Field Construction Engineer, OSHD

The following items were discussed and recommendations made:

1. At Station 180 as shown on Photo #3, the median rail splits into guardrail. The plans indicate this pattern is to be maintained. It is recommended that the median rail be extended back along the shoulder of the westbound lane until the distance from the eastbound travel lane is at least 30 feet distant from the median rail.

2. There were several areas such as the one shown in Pictures 4 and 5, which pose danger areas of hole or steep slopes. It is recommended that pipe extensions or drainage correction be made and slope flattened to 4:1 where practical. Guard rail can and will be eliminated at area as shown on Photo 5. There are no slope flattening or embankment set up in this project in the plans.

3. It was noted that in several areas such as shown in Photo 6 where construction of slopes off the shoulder to 6:1 will require embankment depth of 2 feet plus. This embankment is shown to be made with stone shoulder material.

As these areas will encompass considerable yardage, it is recommended that these deeper embankments be made from selected material and then possibly being topped with the stone material.

4. Project limits will have to be extended to include the area Station 882 - 895 if the falling rock protective area is to be constructed.

There were other items of construction and specifications, such as guard rail, sight posts, paving, etc., which were discussed and will be taken care of.

John H. Walker
Field Construction Engineer

RECEIVED
MAR 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fw
cc: F. B. Klaboe
D. J. Barbee
Gordon Brooks
J. F. Putnam
J. S. Sawyer

RECEIVED
APR 16 1969

1859

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

I-80N-3(58)108
7273

April 9, 1969

Routing
Barbee
Hall
A. Olson
Semple
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County
2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County
3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties
4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County
5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe ✓
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

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APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-3(58)108
7273

April 8, 1969

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Reference is made to the proposed construction by the Oregon State Highway Department of the Rufus-Quinton Section of Interstate Highway 80-N in which you share construction obligations as part of the John Day Lock and Dam Project.

This project is scheduled for a May letting. The final plans and specifications have not been completed at this time, however, computations have been completed for the Corps of Engineers' participation. These computations and preliminary plans are being sent to you so that your review of quantities can be started. When the final plans and specifications are completed, they will be sent to you for your approval and signature.

Enclosed are four sets of computations, four sets of preliminary plan sheets, and four sets of signing plan sheets.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Frank L Hall

Frank L. Hall
Assistant Design Engineer

NOTED
F. B. KLABOE

Enclos.
DEK:jp
cc: F.B. Klaboe ✓

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APR 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 11 1969

FOR FILE

I-80N-3(58)108

NPWCO-CA

7273

7 April 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Highway Facilities of
Oregon State Highway Department -
John Day Project

2653
2154

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to a letter from your office dated 11 March 1969 with regard to funding requirements for the work on relocations.

The amounts shown for the Corps of Engineers' share will be reviewed, upon receipt of plans and specifications for the work, as has been the policy in the past.

The photogrammetric information you had requested was forwarded with Mr. Moore's letter of 12 March 1969. I have no objection to the use of such information and methods for determining quantities.

As you have indicated a scheduled date of 13 May 1969 for letting of bids on the Rufus-Quinton Section, I would appreciate receiving the plans and specifications for review in the near future.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Hall
handling
4-11-69

NOTED
F. B. KLABOE

RECEIVED
MAR 25 1969
FOR FILING

I-80N-3(58)108
7273

March 24, 1969

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Rufus - Quinton Section
Columbia River Highway
Sherman & Gilliam Counties
Project No's. I-80N-3(58)108
and I-80N-4(20)112

Dear Sir:

We hereby request your concurrence that public hearings are not required for subject project under the provisions of paragraph 6a of PPM 20-8 dated January 14, 1969. The project has no adverse effect upon the abutting property, does not change the function of the existing facilities, and requires no additional right of way but confines the work entirely within the existing right of way.

The project is scheduled for the May 15, 1969 bid opening according to the Oregon State Highway Schedule of Contract Lettings, issue of February 28, 1969. The work under the project consists of construction of high-type pavement on traffic lanes, median, and shoulders on the existing roadway, ramps, speed change lanes, and John Day Dam-site parking areas. Other work includes slide area reconstruction and updating guard rail and median barrier to latest standards.

The facilities are at present open to traffic. The grading, rock surfacing and bituminous wearing surface on the traffic lanes of the existing facilities were constructed in cooperation with the U. S. Army Corps of Engineers. The existing shoulders were oiled under State contract, Project No's. I-80N-3(50)108 and I-80N-4(18)112. This work was all accomplished prior to January 18, 1969, the effective date of PPM 20-8, and we are of the opinion that additional hearings are not needed for this project and we therefore request your concurrence that hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Program and Planning Engineer

JG:dg

cc: F. B. Klaboe
D. J. Barber
R. V. Ellison
D. L. Gifford
R. N. Chase

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MAR 11 1969
FOR FILING

I-80N-3(58)108
7273

March 11, 1969

2653
2754

Colonel Robert J. Giesen, CE
Contracting Office
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

The following is in answer to your letter of February 24 requesting an up-to-date estimate of funding requirements for this work.

Completion of the work will be done under two contracts, the Rufus-Quinton Section (paving and guardrail), which is scheduled for the May 15 letting, and the Quinton-Arlington Section (paving and signing), which is scheduled for the December 18 letting. For contracting purposes, the rockfall corrective work at Mile Post 112 will be included as a part of the Rufus-Quinton project.

As requested, the rockfall corrective work is shown separately in the following estimate:

Project	Total Corps of Engineers Share (Est.)	Anticipated Disbursements (Fiscal Year) 1969	1970	1971
Rufus-Quinton	$1,100,000	- -	$ 830,000	$ 270,000
Rockfall Correction	275,000	- -	225,000	50,000
Quinton-Arlington	1,900,000	- -	760,000	1,140,000
Totals	$3,275,000	- -	$1,815,000	$1,460,000

Use of photogrammetric methods is proposed for determination of quantities for the rockfall correction work. Please advise as to your concurrence in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2754
L. H. Young
D. J. Barbee

RWE:ia srb

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

24 February 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

By your letter of 7 January 1969, you indicate intent to commence the final paving work on I80N between Rufus and Quinton sometime after May 1969.

In order that I may have an up-to-date estimate of the funding requirements for Fiscal Years 1970 and 1971, it would be appreciated if you would furnish me by 20 March 1969 your over-all schedule for accomplishing the remainder of the final paving and anticipated disbursements for each fiscal year for the Corps' area of responsibility. A separate schedule and estimate of cost should also be furnished for rock fall corrective work at Mile Post 112.

Sincerely yours,

Robert J. Giesen
ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Ellison
Work w/ Trans.
y

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Young

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FEB 28 1969
PROGRAM & PLANNING
DIVISION

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

I-80N-3(58)108
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January 7, 1969

2653

Colonel Robert J. Giesen
Contracting Officer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

This is in reference to your letter of December 27, 1968, relative to the final paving work between Rufus and Quinton.

The proposed contract documents and estimates for this work will be sent to you when they become available.

The work on this section will start sometime after May 1969, and it is anticipated that no disbursements from your agency in payment for work on this project will be necessary until after July 1, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2653
L. H. Young
D. J. Barbee

RWE:la srb

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klaboe

NPWCO-CA

27 December 1968

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 13 December 1968 concerning availability of funds for final paving work.

Your schedule of final paving work between Rufus and Quinton is acceptable based on the plan for a start sometime after 15 May 1969. Upon presentation of the proposed contract documents and estimates, the estimated Corps of Engineers' share of cost can be mutually established.

Funds in the amount of $200,000 have been budgeted for paving work during Fiscal Year 1969. However, according to your planned start, I anticipate that no disbursements will be necessary for paving work until after 1 July 1969. I expect that the balance of the funds for paving work will be made available during Fiscal Year 1970 as required.

Sincerely yours,

Robert J. Giesen
ROBERT J. GIESEN
Colonel, CE
Contracting Officer

Elwin Duncan

copy to Barbee
1-2-69

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OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 16 1968
FOR FILING

I-80N-3(58)108
7273

December 13, 1968

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Rufus-Quinton Section, Columbia River Highway, John Day Dam Project

This Department is preparing plans for the final paving for the above area of the Columbia River Highway. Our present contracting schedule calls for the taking of bids on this project on May 15, 1969.

As per the terms of Contract No. DA-45-164-CIVENG-61-103, the Corps of Engineers' share of this project is estimated to be $801,000. Before we make our final arrangements for letting this contract, we must have assurance from you that your funds are available.

If we let this contract as planned, we will be within the five-year period following the completion of the original contracts in this area.

May we have your early attention to this matter. Upon your concurrence for letting this contract and, as soon as available, we will be forwarding plans, specifications and estimates for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young
A. D. Olson

cc: R. E. Simpson, Bureau of Public Roads

F-U-170(20) 10th St.-S. Pendleton Interch 1969
Sec., Oreg.-Wash. Hwy. in Pendl.
(Grad., pav. & struct.)
#7274

6

XR-667

7274

March 21, 1974

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, CT 06108

Gentlemen:

A post-final payment for $6,793.65 will be made to Rogers Construction, Inc., on Contract No. 7274 for work on the 10th St.-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,427,716.14 including the post-final payment. Of the total, $2,861.71 is for force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

cc: Rogers Construction, Inc.
P. O. Box 16337
Portland, OR 97216

bc: C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7274

5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

Rogers Construction Co.
P. O. Box 16537
PORTLAND, OR 97216

Gentlemen:

Final Audit has been completed on the Final Bills from the Union Pacific Railroad on five contracts involving your Company.

Final Protection costs have been determined as follows:

Contract No.	Project	Additional Costs	Amount W/Held	Amount To Be Released
6729	Oxman-Bubbs R.	——	500.00	$ 500.00
6976	Bonneville	364.73	2,000.00	1,635.27
7087	Stanfield Jc. - Pend.	362.13	——	(362.13)
7097	Pendleton	526.63	1,500.00	973.37
7274	10th St. - S. Pend.	$20,000.00	$13,206.35	$6,793.65

The amounts due are being processed on individual Post Final Payments. A billing for $362.13 is being prepared on Contract 7087.

Very truly yours,

V. E. Skoog
Fiscal Officer, OREDOT

JJ;pl

NOTED
C. W. HEAD

#7274

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
~~April 20, 1971~~
9-24-73

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Supplemental to the City of Pendleton-State Agreement
Dated January 25, 1966
10th Street-South Pendleton Interchange and Riverside Avenue-10th Street Sections
Oregon-Washington Highway
Umatilla County

This is a supplement to the City-State Agreement dated January 25, 1966 relating to the construction of the Pendleton Section of the Old Oregon Trail Highway and 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway. This supplement also applies to the proposed Riverside Avenue-10th Street Section of the Oregon-Washington Highway.

To properly drain the 10th Street-South Pendleton Interchange and the Riverside Avenue-10th Street Sections of our proposed Oregon-Washington Highway, it is necessary to construct storm drains in city streets from the highway to the Umatilla River. Also, during the construction of the Pendleton Section, the City agreed to allow the State to drain the Emigrant Avenue Interchange into their storm sewer which increased the flow in their system by a maximum of 11 cubic feet per second (cfs). In exchange, the State agreed to allow the City to introduce a like amount into the State's storm drain system on the Riverside Avenue-South Pendleton Interchange Section. The purpose of this exchange was to avoid unnecessary duplication of storm sewage systems in the city streets.

During the construction of the 10th Street-South Pendleton Interchange Section, the State requested, and received, a permit of entry from the City (dated 12-22-69) for the construction of a storm drain in S.E. 9th Street from the Oregon-Washington Highway to the Umatilla River as shown on Exhibit "A" of the agreement. This agreement formalizes the verbal understanding between the City and the State relating to the storm drain constructed by the State in S.E. 9th Street as a part of the 10th Street-South Pendleton Interchange Section. It also details the obligations of the State and the City relating to a storm drain system to be constructed by the State in connection with the Riverside Avenue-10th Street Section.

The agreement provides that at the time the Riverside-10th Street Section is constructed, the State will construct a storm drainage system in a city street in the vicinity of S.E. 15th from the Oregon-Washington Highway to the Umatilla River. This system will accommodate the City's 11 cfs of storm drainage. The State, at its option, may construct:

NOTED
E. S. HUNTER

9-24-73
original & attachments to Jim Chidsey - agreement to be executed when the project is re-activated. It may be one of the $150 million bond jobs. ESH

1. A pumping plant system. Under this option, the City will perform operational maintenance of the pumping plant and the State will perform operational maintenance of the remainder of the system and structural maintenance of said storm drain system.
2. A gravity flow system. Under this option, it is mutually agreed the State will perform structural and operational maintenance of the gravity flow storm system.
3. Any storm drain system that is mutually acceptable to the City and the State.

The agreement further provides that the State shall perform structural and operational maintenance of the storm drain located in S.E. 9th Street.

This agreement has been reviewed and approved by the Construction Section and the Department of Justice. We recommend your approval and request that you place this on the agenda for the Commission Meeting of ~~May 4~~ ~~June 17,~~ JULY 27, 1971. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Florence Neavoll w/agreement

RECEIVED
MAY 13 1971
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STATE HIGHWAY ENGINEER

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JUL 6 1971
OFFICE OF
STATE HIGHWAY [illegible]

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APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 27 1972
FOR [illegible]

7274

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 20, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwih, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-5(20)204, I-80N-5(29)204,
I-80N-6(30)213, I-80N-6(43)213 and FU-170(20) 7274
Pendleton, 10th Street.-S.Pendleton, & Pendleton-
Emigrant Hill Sections
Relinquishment of Excess Right of Way

We hereby concur in the relinquishment and assignment and/or grant of easement necessary to comply with the provisions of the January 25, 1966 throughway agreement with the City of Pendleton. This is as described in the attachments to Mr. Oakes' December 12, 1972 letter.

12-22-72
REFERRED TO
Jmoehring
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 22 '72
REFER TO

FOR						
Info	Inves	R/E	D/K	Sign	Act	File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED TOM EDWARDS

December 12, 1972

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: Files 38880 et al; 39113; 39116; 41459; 39094 et al
Pendleton-Emigrant Hill Section; 10th St.-S. Pendleton Int. Section; Pendleton Section, Old Oregon Trail Highway, Umatilla County

R/W Projects (I-80N-6(30)213 and I-80N-5(20)204); Construction Projects (I-80N-6(43)213, F-U-170(20), I-80N-5(29)204)

By an agreement dated January 25, 1966, the State of Oregon by and through its Highway Commission and the City of Pendleton entered into a construction throughway agreement to provide for the interruption to the City Street System due to the construction of the freeway and for the relocation of utility lines which may also be interrupted by said project.

Under Item 4 of "Things to be done by the State" certain streets or avenues are to be relinquished to the City when construction is complete and under Item 2 of Things to be done by City, utility lines are to be relocated.

On the attached maps, areas being relinquished for city streets and easements assigned or granted for utility lines are color coded on page 1. The Deed of Dedication covers property acquired specifically to realign a city street under the option provision that the completed street be dedicated to the City.

We request your concurrence in this relinquishment and assignment and/or grant of easements.

JRO:mc
Attachments

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

13 '72

JUL 6 - 1972

FOR FILE

1274

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE June 30, 1972

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT
Project No. FU-170(20)
10th St.-S. Pendleton Intchge. Sec.
Lease of Right-of-Way F-39552

We are forwarding six copies of revised construction plan sheets No. 4A for the subject project as requested in your letter of June 14, 1972. The revised plan sheets reflect the change in the access control line left of Station 53 to 55 as a result of the lease of a portion of the right-of-way. The lease of this area does not diminish the degree of access control now existing.

We request that one copy of the revised plan sheet be returned approved for our files if found to be satisfactory.

CL:bb

RECEIVED
AUG 4 - 1971
FOR FILING

E-11-170 (20)

7274

August 4, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06183

Gentlemen:

A post-final payment for $8,400 will be made to Rogers Construction, Inc., on Contract No. 7274 for work on the 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,420,922.49 including the post-final payment. Of the total, $2,861.71 is for force account. We are retaining $20,000 to cover estimated railroad costs chargeable to the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

bc Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
H. S. Coulter

RECEIVED
AUG 25 1971
FOR FILING

F-U-170(30)
7274

#7

July 28, 1971

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on July 27 considered your request for an extension of 86 days on Contract No. 7274 for work on 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 28 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

bc: F. D. Morgan
V. E. Shoog
M. S. Coulter
W. C. Ferguson
Fed. Highway Adm.

RECEIVED
AUG 25 1971
FOR FILING

F-U-170(20)
7274

#7

July 28, 1971

Rogers Construction, Inc.
P. O. Box 16577
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on July 27 considered your request for an extension of 86 days on Contract No. 7274 for work on 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 28 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

bc: F. D. Morgan
V. E. Shoog
H. S. Coulter
W. C. Ferguson
Fed. Highway Adm.

RECEIVED
JUL 22 1971
FOR FILING

F-11-170 (20)

7274

July 20, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 7
July 27, 1971 meeting

Gentlemen:

Rogers Construction, Inc., has requested an 86-day extension of the contract time on the 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County, Contract No. 7274. This is based on three reasons: A proposed plan change involving the addition of a sidewalk to the main structure; a stop work order applying to a small portion of the grading work caused by a right-of-way problem; and a strike at the Portland docks where certain structure materials were reshipped.

The first two reasons apply to the time at the very beginning of the job and were concurrent. At the time the project was awarded, consideration was being given to the addition of a sidewalk and a price for this contemplated work was solicited from the contractor. The contract time count started June 11, 1969. By July 29, 1969, the decision had been reached not to proceed with the sidewalk change and the contractor was so advised on that date. Also, at the very beginning of the project, it was found that some additional right-of-way was required to accommodate the fill slope in one area where a plan grade change had been made late in the design. A stop work order excluding the contractor from this area was in effect for the first 57 days of the project time and concurrent with the time required to resolve the sidewalk question. Much of the grading and structure work was available to the contractor during this time without encumbrance but only limited progress was made. In recognition that these two items could have had a delaying effect on the contractor's scheduling and planning, it is recommended that approximately one-half of the time or 28 days' extension be granted.

The third reason is not believed valid for extension. Six days have already been omitted from the contract time in recognition of the Portland dock strike. The contractor took delivery of certain post-tensioning structural material at the docks immediately after the strike stopped in June 1970. Although the strike had in fact lasted longer than six days, the contractor's work on other phases of the project proceeded without interruption and the time already allowed properly recognized the strike influence.

I, therefore, recommend an extension of 28 days. This was a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration. Liquidated damages accrued at the rate of $300 per day and after allowing a 28-day extension, 51 days will remain in effect for a total amount of $15,300.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7274 Contractor Rogers Construction, Inc.

Highway Oregon-Washington

Section 10th Street-South Pendleton Interchange

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~DENIED, see attached correspondence.~~

Recommend 23 days extension on "K" Line grading delay.

Recommended for Approval:

Regional Maintenance ~~XXXXX~~ Engineer

for

Construction Engineer or ~~Bridge Engineer~~

R E Johnson

~~Assistant~~ State Highway Engineer

Contract No. 7274

Project designation F-U-170(20) State-Federal

Date awarded May 20, 1969

Work started June 11, 1969

Per cent completed 100% March 5, 1971 Date

No. of Calendar Workdays Allowed 350

No. of Calendar Workdays Used 449

No. of Added Workdays Requested 86

B—[illegible] (Rev.)—[illegible]—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 1/18, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 350 days to 436 days, within which to complete our Contract No. 7274, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By George R. Morton

CONSENT OF SURETY

Date 1/28, 1971

We, The Travelers Indemnity Company, a corporation organized and existing under the laws of the State of Connecticut- agent being Gerlinger, Arnold & Reger Co., 201 American Bank Bldg., Portland, Oregon, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald E. Reger
Attorney-in-fact
Donald E. Reger

(SEAL)

Donald E. Reger
Resident A
Gerlinger, Arnold Reger

ljm

W. RAY ROGERS • DONA[illegible]OGERS • GENERAL CONTRACTORS • Tel. 503 [illegible]517
President Vice Pre[illegible]Treasurer

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

RECEIVED
JAN 25 1971
W. C. FERGUSON
RESIDENT ENGINEER

January 18, 1971

Oregon State Highway Department
P. O. Box 459
1216 S. E. Beyers Avenue
Pendleton, Oregon 97801

RE: Oregon State Highway Contract No. 7274
Rogers Construction, Inc. Job No. 63

Attention: Mr. W. C. Ferguson, Resident Engineer

Dear Sir:

We request a time extension for the above mentioned contract for the construction of the 10th St. - South Pendleton Interchange based upon the following information.

1. Delay due to proposed design change on structure.

Referenced contract was bid on 20 May 1969 and the first calendar workday was charged against the project on 10 June ~~1970.~~ 1969

The Contractor, upon award of the contract, immediately attempted to negotiate subcontracts with the successful suppliers and/or subcontractors, particularly on controlling items, in this instance primarily structural and reinforcing steel, to be manufactured all in accordance with the bid documents furnished the contractor by the Oregon State Highway Dept. prior to bidding referenced project. Expediting the manufacture and delivery of these items would necessarily control the completion of the entire project.

Prior to the pre-construction conference held in Pendleton on 19 June 1969, we and our suppliers had been informed unofficially of pending changes in the structure design on the referenced project, some of which were discussed at the conference. The Contractor advised you at this meeting of the problems we were having in obtaining firm quotations from suppliers, for at every indication of a pending change all preliminary work ceased until a firm decision was reached.

The Contractor received a firm quotation for the steel on 9 June 1969. This was necessarily revised upward due to changes proposed on 22 June 1969. This had to be held in abeyance for there were continuing reports to us and our supplier of further design changes.

Your letter of 7 July 1969 stated that you had been advised by the division office that no additional changes were anticipated. However, it was not until your letter of 29 July 1969 which states in part, "This will confirm our telephone conversation of 29 July 1969 that there will be no sidewalks constructed on the Railroad and Frazier Avenue Overcrossing structures. . .", that the Contractor and his suppliers could proceed without the fear of impending changes.

The Contractor requests that the time period encompassing the dates of 20 May 1969 through 29 July 1969, amounting to 70 calendar work days be considered as non-productive for the Contractor due to the impending changes and a time extension be granted for this period. The Contract request includes a 10 day period prior to the awarding date because normally this lead time is used by the Contractor to set in motion the planning, scheduling and ordering of strategic materials, and due to the pending changes the Contractor was unable to initiate these procedures.

2. I.G. Line Delay

By letter of 5 August 1969 the Stop Work order on the I.G. Line was rescinded and Calendar Day count began on 6 August 1969. In the meantime, the "E" line had been charged for 43 calendar work days. The Contractor requests an extension of time for this charged time because there is nothing in the Special Conditions or General Specifications indicating that these parts of one contract were to be worked separately. The Contractors planning and equipment placement had anticipated the working of these concurrently, and a hardship occurred with the Stop Work order on the "I.G. Line." Since most of this time runs concurrently with the time extension, in (1) above, we request that an additional 8 days be granted for this request.

3. Dock Strike

The Contractor again calls your attention to our letter of 6 June 1970 protesting the work days charged for the weeks ending 29 May 1970 and 5 June 1970 due to the longshoreman's strike at the Portland docks, which tied up the delivery of essential materials to the project for this two weeks period. We note that 6 of these 14 calendar days were awarded the Contractor on your calendar day charges report No. 43 dated 26 June 1970. The Contractor requests you reconsider the 8 days which were denied as we feel this is a valid request inasmuch as the contract specifications under Paragraph 8-7 specifically states that a work day will not be charged where a strike prohibits the Contractor from performing work under the contract with a daily productiveness equal to at least 60 percent of the daily productiveness normally possible at the same stage of construction under favorable conditions.

The Contractor solicits your review of these factors trusting that an equitable adjustment can be made in the liquidating damages charged against the contract.

Recapitulation of Extension Requests:

1. Delay due to proposed design change	70 days
2. I.G. Line Delay	8 days
3. Railroad Strike Delay	8 days
	86 days

Sincerely yours,

ROGERS CONSTRUCTION, INC.

George R. Morton

George R. Morton
CHIEF ENGINEER

GRM/lila

RECEIVED
JAN 19 1971
W. C. FERGUSON
RESIDENT ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 13, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FU 170(20)
10th St.-South Pendleton Section
Oregon-Washington Highway
Time Extension

Johnson
cy f Morgan
7-16-71

We concur in extending the contract time 28 of the 60 calendar workdays requested in Mr. Johnson's June 7 letter.

If you have any questions, please contact Mr. Nichols.

RECEIVED
JUL 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUN 9 - 1971

F-U-170(20)
7274

June 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: 10th St.-South Pendleton
Interchange Section
Oregon Project F-U-170(20)
Contract No. 7274
Request for Time Extension

The contractor has requested an 86-day time extension on the subject project which would more than delete all liquidated damages. The time control was set up with two parts. The early phase required that the "IG" Line (S. E. Isaac Avenue to S. E. Goodwin Street) accommodate two-way traffic by 90 days. This was to expedite some essential access to a school. Overall completion of the entire project was required in 350 calendar workdays. The project was completed on January 19, 1971, with no liquidated damages on the early phase but 79 days on the overall requirement at $300 per day, for $23,700.

The one major structure on the project (overcrossing of Frazer Avenue and the railroad) accounted for 68 percent of the money value of the contract. Three reasons for extension are discussed separately, as follows:

No. 1 - Delay due to proposed design change on structure. At the very beginning of the time count the addition of a sidewalk to the structure was under consideration. The time count started June 10, 1969. At that time, the addition of a sidewalk was being explored. On June 18, a revised plan showing the added walk was transmitted to the Resident Engineer for use in negotiating a Price Agreement. The quoted price was considered high and the matter was dropped under date of July 28 with the contractor advised accordingly on July 29. During all this time, no structure work was performed. Structure material ordering was delayed until the sidewalk question was resolved. The very first structure work started August 12, 1969, when the contractor started the footing for Bent 4. We seek your concurrence in a 45-day extension on this reason. The 45 days are derived from June 10 to July 29, plus 10 days lead time minus 14 days already deleted.

No. 2 - "IG" Line Delay. Because of a grade change during the design, some additional right-of-way was required to accommodate the fill slopes on the "IG" Line. A stop work order applicable to the "IG" early phase was in effect for 57 days because of this. The contractor now requests that this stop work order be considered to apply to the overall project as well. The majority of the time involved is also covered by No. 1 above, but since the stop work order was not lifted until August 6, the last 8 days of thisstop time occurred after the sidewalk question was resolved. If the added 10 days of lead time is granted as recommended in No. 1, this 8 days is also duplicated. These circumstances substantiate an extension. No significant grading was done until August 19, or 13 days after the "IG" stop work order was lifted.

No. 3 - Dock Strike. This relates to the post-tensioning material needed for the Fraser Street structure. A strike at the Portland docks where these materials were delivered was in effect May 13 to June 3. Six of these 21 days have not been counted. Part of the material was picked up by the contractor promptly on June 3 and the post-tensioning work started in mid-June. We seek your concurrence in extension for the remaining 15 strike days which have been counted against the contract time.

We therefore seek your concurrence in a total extension of 60 days.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
H. S. Coulter

JAB:fw ms

6-4-71

Constr. section will hold request forms, and delay draft of Comm. letter until we have FHWA response.

J. Bond

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1971

SUBJECT: 10th St.-S. Pendleton Interchange Section
Contract No. 7274
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Rogers Construction, Inc. requests an 86-day time extension which would more than delete all liquidated damages on this project. The time control was set up with two parts. The early phase required that the "IG" (S.E. Isaac Avenue to S. E. Goodwin Street) Line accommodate two-way traffic by 90 days. This was to expedite some essential access to a school. Overall completion of the entire project was required in 350 calendar workdays.

After taking into account a long stop work order due to inadequate right of way on the early phase and 6 protested days which were granted by definition (due to a strike), the project was completed on January 19, 1971 with no liquidated damages on the early phase, but 79 days on the overall requirement at $300 per day for $23,700. The attached chart shows the progress of the major items on the project and the accumulation of the time.

The one major structure on the project (overcrossing of Frazer Avenue and the railroad) accounted for 68 percent of the money value of the contract. The chart also indicates that the structure progress controlled the overall completion and always lagged behind the percentage of time elapsed.

The contractor offers three reasons for extension which are discussed separately as follows:

No. 1 - Delay due to proposed design change on structure. This refers to the very beginning of the time count when the addition of a sidewalk to the structure was under consideration. The time count started June 10, 1969. At that time, the addition of a sidewalk was being explored. There had been earlier contacts with the Bureau of Public Roads which ultimately refused to participate in the cost. On June 18, a revised plan showing the added walk was transmitted to the Resident Engineer for use in negotiating a Price Agreement.

The quoted price was considered high and the matter was dropped under date of July 28 with the contractor advised accordingly on July 29. During all this time, no structure work was performed. The very first structure work started August 12, 1969 when the contractor started the footing for Bent 4. The contractor in fact did very little work anywhere on the project up to August 8, only some pioneering and a few hundred yards of excavation.

The contractor requests that no time charges be made up to July 29, plus 10 days for lead time that is ordinarily allowed before time charges first start. We question whether just the addition of a sidewalk should have such an impact on the entire structure. You will note the price offered was slightly over $53,000 (compared to $985,000 for the structure bid items). The proposed sidewalk plan involved only one sheet.

At the time he quoted the price for the walk, the contractor only wanted 25 days extra as a part of the Price Agreement. This has now been expanded to 70 days in the request for time extension and we didn't even build the walk. (The contractor apparently doesn't realize 14 days have already been deleted by favorable action on his day count protests.) The Resident Engineer and the Regional Engineer recommend extension on this reason. The Bridge Engineer concurs. There is a close question as to whether it was reasonable for the contractor to delay placing orders for the main structure materials until the sidewalk was settled or was the walk exploited as an excuse to delay work? I reluctantly recommend 45 days extension on this reason, but suggest it also be reviewed at your level. We should be liberal in judging the effect of our changes. The 14 days already deleted also sets a precedent. (The 45 days is derived from June 10 to July 29, plus 10 days lead time minus 14 days already deleted.)

No. 2- "IG" Line Delay. Because of a grade change during the design, some additional right of way was required to accommodate the fill slopes on the "IG" Line. A stop work order applicable to the "IG" early phase was in effect for 57 days because of this. The contractor now requests that this stop work order be considered to apply to the overall project as well. The majority of the time involved is also covered by Part No. 1 above, but since the stop work order was not lifted until August 6, the last 8 days of this stop time occurred after the sidewalk question was resolved. If the added 10 days of lead time is granted in Part No. 1, this 8 days is also duplicated. The "IG" Line did not involve the structure. The contractor protested the calendar workday charges for several weeks during this period as they were made and the Resident Engineer and Region at that time concurred in denying the protests. They now both recommend granting the 8 days as requested.

This reason is closely related to No. 1 in that if the structure controlled the overall progress of the project, the early delay to grading on the "IG" Line or even on the balance of the project is not significant. No significant grading was done until August 19 or 13 days after the "IG" stop work order was lifted. You will note from the chart that steady grading progress was made in the fall of 1969 and was 92 percent done by the winter dormant period.

The contractor's statement regarding no specification indication that both parts of the contract were to be worked separately is quite true. On the other hand, the specifications provide for extensions of time for valid reasons to the extent that they actually delay the contractor. I see no clear delays to the overall contract because of the "IG" Line shutdown but would cover this time as a part of the 59 days ~~recommended~~ covered under No. 1. (45 + 14 days [illegible])

No. 3 - Dock Strike. This relates to the post tensioning material needed for the Frazer Street structure. Six days from May 28 to June 3, 1970 were not charged because of the strike affecting Portland docks where the material had to be picked up. The dock tie-up actually lasted longer than this. The extent of the actual delay at the time appeared to be only 6 days and still appears so. Actually, work continued on the structure throughout the dock strike. The post tensioning work was done starting in mid-June very shortly after the materials were secured. We have confirmed that the total length of the dock work stoppage was May 13 to June 5 or 22 days. It is not apparent that the dock strike prevented the contractor "from performing any work under the contract". The 6 days already omitted were fair to the contractor. However, this is probably the easiest of the three reasons on which to grant time since by just simple definition, strikes have been recognized as good reason for extension. Considering the favorable interpretation recommended under No. 1, we recommend against the 8 additional days the contractor requested on this reason. 8

On the above basis, the 45 days recommended will leave 34 days and $10,200 in effect. We note the $300 per day rate was established by special provision. The amount of the contract under Standard Specifications would have required a rate of only $200 per day.

Another pertinent fact is that the railroad protective charges overran heavily resulting in about $17,000 to be paid by the contractor. It is possible that the contractor would seek adjustment on this item if significant additional time is granted, though I know of no such maneuver at this time, (similar to a claim we have from Houck at Lime). Another fact is that our engineering overran $37,000.

45
16
61

Mr. A. E. Johnson
April 21, 1971
Page 4

We await your review of this matter and concurrence or adjustment in our recommendation before preparing the usual letters to the Federal Highway Administration and the Highway Commission. This has been discussed informally with the Federal Highway Administration Area Engineer and I anticipate reluctance on their part in approving significant extension. This was a Federal-aid Primary project. Please return our file attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

RECEIVED
APR 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1971

4-30-71

STATE COPY

cc:[illegible] ([illegible])
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

1a

REGION NO. 8 F-11-	REPORT NO. 110 (18)	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 4-30-71 7275	REPORT MADE BY D.P. Kamnikar, Hwy Engr Trainee		PROJECT NO. FU-170(20)
COMPLETION DATE 1-19-71	ACCEPTANCE DATE BY CONTRACT AGENCY 3-18-71	TIME ELAPSED 123 %	CONTRACT TIME 350 Cal Days
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON

cy: Morgan
Mitchell
5-13-71

TENTH STREET - SOUTH PENDLETON INTERCHANGE
OREGON - WASHINGTON HIGHWAY
Grading, Paving, and Structures

The project provided for grading, drainage, and surfacing for two 12' lanes, two 12' climbing lanes with 4' to 10' shoulders and 2' to 16' median curb section. One highway railroad overcrossing structure 644' long was constructed.

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on 1-19-71. The project was accepted on 3-18-71 at which time 429 chargeable days had elapsed. The chargeable time was 79 days over contract time; 79 days in liquidated damages will be charged.

The materials used on this project with the following exception, were in substantial conformity with the specifications:

> Item No. 11, Plant Mix Bituminous Base. The contractor was assessed a penalty for low asphalt content. Covered under Price Agreement No. 12 with a statement that these nonspecification materials will not be detrimental to the project.

(more)

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE RA Nichols R. A. Nichols		SIGNATURE RE Simpson R. E. Simpson	
TITLE Area Engineer	DATE 4-30-71	TITLE Division Engineer	DATE 5-5-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

> Item No. 16, Class "B" Asphaltic Concrete. The contractor was assessed a penalty for nonspecification gradation and asphalt content. Covered under Price Agreement No. 12.

Penalties for nonspecification plant-mix bituminous base and Class B asphaltic concrete amounted to $377.02. An adjustment was made in favor of the State for noncompliance with the relative compaction specification for $62.40.

The State has submitted the PR-47, Laboratory Materials Certificate, and the Construction Engineer's Statement.

There are no unauthorized encroachments on the right of way.

The final contract cost of this project was $1,452,208.20 less liquidated damages of $23,700 and penalties of $439.42 for a total cost of $1,428,068.78, an underrun of 1.8%. There were some significant overruns and underruns, however, they were satisfactorily explained in the final construction inspection report by the State.

This project has been completed in reasonably close conformity with the approved plans and specifications including authorized price agreements, extra work orders, and State force orders which were approved and have been discussed in previous reports. Acceptance of this project is recommended.

RECEIVED
MAY 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1971
FOR FILING

F-11-170(20)
7274

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1971

Mr. E. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Supplemental to the City of Pendleton-State Agreement
Dated January 25, 1966 7274
10th Street-South Pendleton Interchange and Riverside Avenue-10th Street Sections
Oregon-Washington Highway
Umatilla County

This is a supplement to the City-State Agreement dated January 25, 1966 relating to the construction of the Pendleton Section of the Old Oregon Trail Highway and 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway. This supplement also applies to the proposed Riverside Avenue-10th Street Section of the Oregon-Washington Highway.

To properly drain the 10th Street-South Pendleton Interchange and the Riverside Avenue-10th Street Sections of our proposed Oregon-Washington Highway, it is necessary to construct storm drains in city streets from the highway to the Umatilla River. Also, during the construction of the Pendleton Section, the City agreed to allow the State to drain the Emigrant Avenue Interchange into their storm sewer which increased the flow in their system by a maximum of 11 cubic feet per second (cfs). In exchange, the State agreed to allow the City to introduce a like amount into the State's storm drain system on the Riverside Avenue-South Pendleton Interchange Section. The purpose of this exchange was to avoid unnecessary duplication of storm sewage systems in the city streets.

During the construction of the 10th Street-South Pendleton Interchange Section, the State requested, and received, a permit of entry from the City (dated 12-22-69) for the construction of a storm drain in S.E. 9th Street from the Oregon-Washington Highway to the Umatilla River as shown on Exhibit "A" of the agreement. This agreement formalizes the verbal understanding between the City and the State relating to the storm drain constructed by the State in S.E. 9th Street as a part of the 10th Street-South Pendleton Interchange Section. It also details the obligations of the State and the City relating to a storm drain system to be constructed by the State in connection with the Riverside Avenue-10th Street Section.

The agreement provides that at the time the Riverside-10th Street Section is constructed, the State will construct a storm drainage system in a city street in the vicinity of S.E. 15th from the Oregon-Washington Highway to the Umatilla River. This system will accommodate the City's 11 cfs of storm drainage. The State, at its option, may construct:

8-11-71 retd to Litchfield
pl discuss. done file

STATE HIGHWAY COMMISSION

DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC ROADS

1. A pumping plant system. Under this option, the City will perform operational maintenance of the pumping plant and the State will perform operational maintenance of the remainder of the system and structural maintenance of said storm drain system.

2. A gravity flow system. Under this option, it is mutually agreed the State will perform structural and operational maintenance of the gravity flow storm system.

3. Any storm drain system that is mutually acceptable to the City and the State.

The agreement further provides that the State shall perform structural and operational maintenance of the storm drain located in S.E. 9th Street.

This agreement has been reviewed and approved by the Construction Section and the Department of Justice. We recommend your approval and request that you place this on the agenda for the Commission Meeting of ~~May 4~~ June 17, 1971. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Florence Neavoll w/agreement

RECEIVED
MAY 1 [illegible] 71
State [illegible]

RECEIVED
APR 21 1971
[illegible]

STATE HIGHWAY COMMISSION

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY COMMISSION

May 4, 1970

...e on the agenda for the June 17 meeting, a supplemental agreement with the ...leton amending our existing agreement dated January 25, 1966 which will provide ...struction of a storm sewer in the city streets to drain the Riverside Avenue-10th ... Section of the Oregon-Washington Highway.

In order to properly drain this section, it will be necessary to install a storm drain in ...nity of S.E. 15th Street from the proposed highway to the river. The agreement pro... for three alternate methods of constructing the drain system:

1. A pumping plant system. If this system is constructed, the City will perform operational maintenance of the pumping plant. The State will perform operational maintenance of the remainder of the system and structural maintenance of the entire system.
2. A gravity flow system. Under this option, the State will perform structural and operational maintenance of the storm drain system.
3. Any storm drain system that is mutually acceptable to the City and State.

During the construction of the Emigrant Avenue Interchange of the Pendleton Section, the ...ty allowed the State to drain this interchange into the City's storm sewer. The amount of ...collected from the City streets, which will empty into the State's storm drain system ...built in the vicinity of 15th Street, will be equal to the amount of drainage collected from ...migrant Avenue Interchange and emptied into the City's system. Final details are not yet ...able, but the purpose is to eliminate dual drainage systems. A probable saving of $10,000 ... accrue to the State.

I recommend your approval and request that the Secretary be authorized to sign the agree...t on your behalf.

Very truly yours,

Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
H. S. Cox

F. D. Morgan -
Attn: T. W. Litchfield

STATE HIGHWAY COMMISSION
Glenn L. Jackson

DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC ROADS

RECEIVED
APR 2 - 1971

FOR FILING

F-U-170(26)
7274

April 1, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06106

Gentlemen:

On March 22, 1971, we wrote to you concerning release of final payment on Contract No. 7274 awarded to Rogers Construction, Inc., for work on the 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County.

Final payment on this contract is $21,537.32 and the total contract amount is $1,412,522.49, including $2,861.71 for work performed under force account. We are retaining $20,000 to cover anticipated railroad costs chargeable to the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

bc E. S. Coulter
F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Kerr

RECEIVED
MAR 28 1971
FOR FILING

FU-170(30)
7274

March 22, 1971

The Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7274 awarded to Rogers Construction, Inc., for work on 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County was completed on January 19, 1971, and accepted by the Highway Commission on March 18, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 29, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
cc Rogers Construction, Inc.
P. O. Box 16337
Portland, Oregon 97214

Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
MAR 22 1971
FOR FILING

F-U-170(20)
7274

March 18, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 19, 1971 on Contract No. 7274. The contract was with Rogers Construction, Inc. and was for grading, paving and a structure on the 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 18, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

F-U-170(20)
7274

No. 85 FINAL REPORT

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 10th Street-South Pendleton Interchange

WEEK ENDING: January 22, 1971

SECTION PREFIX: 30-1008

HIGHWAY: Oregon-Washington

COUNTY: Umatilla

NAME OF JOB: 10th Street-South Pendleton Interchange

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Rogers Construction, Inc.

CONTRACT NUMBER: 7274

FEDERAL AID PROJECT NUMBER: F-U-170(20)

DATE OF CONTRACT: May 20, 1969

DATE WORK STARTED: June 11, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS a. 90 b. 350

CALENDAR DAYS USED 429

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 122.6%

PROJECT AUTHORIZATION: $ 1,692,025.87

EXCLUSIVE OF ENGINEERING: $ 1,571,704.03

ENGINEERING AUTHORIZATION: $ 120,321.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,543,496.28

ENGINEERING COST TO DATE: $ 142,886.88

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.8%

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 1.8 %

PERCENT OF AUTHORIZATION . . . . . 118.8 %

DATE PROJECT WAS COMPLETED: January 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Ret. Walls	Manholes
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.60	0.60		0.60	0.60
MILES PARTIALLY COMPLETED	0.60	0.60		0.60	0.60
MILES COMPLETED	0.60	0.60		0.60	0.60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	156,000 C.Y.	16,665 ton		5,400 ton	7,770 ton
TOTAL QUANTITIES CORRECTED TO DATE	146,808 CY	16,915 ton		4,592 ton	8,361 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	146,808 CY	16,915 ton		4,592 ton	8,361 ton
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9535	
PERCENT	100%	THERE ARE NO OTHER STRUCTURES ON THIS PROJECT.

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Jan. SUNDAY 17th	Cloudy & Rain	0		
MONDAY 18th	Cloudy & Cool	0		
TUESDAY 19th	Mild and Rain	0		
WEDNESDAY 20th	- -			
THURSDAY 21st	- -			
FRIDAY 22nd	- -			
SATURDAY 16th	Cloudy & Rain	0		

RECEIVED
JAN 25 1971
CONSTRUCTION DIVISION

Routing
Morgan
Decker
Walker
Boehme
Johnsen
Pease
Swan
Litchfield
Gallagher
Stein

BEN GIFFORD.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jan. 17th SUNDAY	No work
18th MONDAY	Contractor doing cleanup work on the project today.
19th TUESDAY	covers 1 man repairing pressure type manholes and also doing cleanup work.
20th WEDNESDAY	The contractor completed the project Yesterday. No further work to be done on this project.
21st THURSDAY	----------
22nd FRIDAY	------------
16th SATURDAY	No work

REMARKS

The contractor did final cleanup the first 2 days of this week and removed his equipment and all other materials on wednesday. The notice of completion and removal of contractors equipment were submitted on 1-19-71.

The semi-final estimate for this project shoud be submitted between the 15th and the 28th of February. This is the final weekly report for this job.

Engineering this week

Grading $314.82

Bridge -0-

SIGNED W C Ferguson LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
FEB 2 1971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F-U-170(20)
7274

January 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7274
Prefix 30-1008
FAP F-U-170(20)

Dear Sir:

All work under Contract No. 7274, 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County, was completed on January 19, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
TOM EDWARDS

2-2-71
cy to Construction

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement Date 1-19-71

Conditions noted on above date:

None

RAN:bk

for R. E. Simpson
Division Engineer

VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
DEC 28 1970

FILING

E-11-1.16(--)
7274

CON LAG PEL 61 12-22-70 430 PM

MR MORGAN
COPY TO MR COULTER

TENTH STREET SOUTH PENDLETON INTERCHANGE SECTION OPENED TO TRAFFIC AT FOUR P M THIS DATE

W C FERGUSON
DR
3& 17
4&.88.

NOTED
R. L. PORTER

Advised Johnson of this
4:30 12-22-70
M.

MS

NOTED
A. E. JOHNSON

RECEIVED
DEC 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1970
FOR FILE

F-U-170(20)

7274

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 21, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Construction Project FU-170(20)
Tenth Street - S. Pendleton Interchange Section, Oregon-Washington Hwy.
Engineering Review of Rogers Construction Company Operations

The review conducted in July and August on the subject project by highway engineer F. J. Dooley of the Program Review and Investigations Office of our Washington, D.C. office has been completed.

We are happy to advise that the review did not disclose any major irregularity or verify reported attempts by the contractor's forces to adversely influence State project personnel.

No further actions on these allegations which arose in another State are contemplated.

Your cooperation in reviewing this matter is sincerely appreciated.

Simpson:nig

Orig to Margery
"Please advise Region"
AEJ

NOTED
TOM EDWARDS

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 9 - 1970
FOR FILES

F-U-170(20)

7274

INSPECTION NO. C

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job 10th Street-South Pendleton Interchange Contract No. 7274

Highway Oregon-Washington

Contractor Rogers Construction Co. Date April 3, 1970

	Initial	Inspection Made by John H. Walker
X	Intermediate	Alfred Shirley, Jr.
	Final	W. C. Ferguson
	Special	

B. KLABOE

RECEIVED
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS

This inspection of this project involved mainly checking a 24-inch concrete pipe near the South Pendleton Interchange at Station 25+70. This pipe was placed as part of the drainage system to carry water from a small area southeast of the pipe location. The future drainage system for the interchange employs a storm sewer system which is not complete or in use at this time.

During a heavy rainy period, the water from the interchange as well as the small drainage area mentioned used the 24-inch pipe at Station 25+70. The fill at this location was made from cemented gravel material. The pipe is on a very slight skew off of right angles to the highway. The inlet end of the pipe lays into a hillside slope. There was no provision made for a basin to direct the water into the pipe. During the runoff of the rainy period previously mentioned, water got under the pipe at the inlet end and ran down and along the pipe to its outlet. This caused voids under the pipe with settlement and distortion of the pipe occurring. Visual observation indicates probably about 30 cubic yards of material may have washed out around the pipe. The pipe is on a steep gradient with its upper portion being under approximately 5-foot fill and the lower end being under about a 40 - 50 foot fill.

It is impractical to remove and replace the pipe in its existing location, but it will be necessary to fill the voids caused by the washout as settlement will occur which will not only cause a roadway sag but will impair the water and drainage system which parallels the highway. A study indicates that corrective measures in the form of pumping a fine grout through the pipe after sealing the lower end and enlarging open joints of the pipe so the grout can fill the voids. Under this method, the pipe will be abandoned. Drainage water from the small area can be either put into the storm sewer system which drains the interchange or can be taken across the highway at a higher elevation and piped down the slope. It appears that the storm sewer has adequate capacity and therefore should be used. It is estimated about 50 cubic yards of grout may be necessary. An Extra Work Order will be submitted for this work.

cc: Div. Engr. H. S. Coulter
Res. Engr. W. C. Ferguson
F. B. Klaboe

John H. Walker
Signed
John H. Walker
Field Construction Engineer

JHW:fw

Form [illegible]

F-VAL 170(20)

7274

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE [illegible]
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 16 APR 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name	10th Street-South Pendleton Interchange	Date	April 3, 1970
Highway	Oregon - Washington	Contract No.	7274
County	Umatilla	Prefix	30-1008
Contractor	Rogers Construction, Inc.	F. A. Project No.	F-U-170(20)
Address	11760 N.E. Glisan St., Portland, Oregon. 97216	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

The culvert pipe at E line Station 25+65 has completely washed out. Pipe to be abandoned and washout to be backfilled.

NOTED
F. B. KLABOE

Location by station numbers:

"E" Line Station 25+65 centerline station

Estimate of quantities and cost:

Estimated cost of materials, labor and equipment $2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This culvert was satisfactorily installed to line and grade. Failure occured in the native material which was used in the backfill.
Work on this order is expected to start April 6, 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,692,025.87	
Present estimate of project cost, including $2,500.00 for work under this order	$1,692,025.87	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0%	

Submitted by: [illegible]
Resident Engineer

Approval Recommended: Alfred [illegible]
Division Engineer

Approval Recommended: [illegible]
for
Construction Engineer ~~or~~
~~Bridge Engineer~~

Approved: [illegible]
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

4-20-70

SP*23577-734

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DEC 18 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

F-U-170(20)
7274

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 16, 1969

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Rudy R. Enbysk

Re: Supplement to City of Pendleton - State Agreement dated January 25, 1966
10th St.-South Pendleton Interchange and Riverside Ave.-10th St. Sections
Oregon-Washington Highway
Umatilla County
Project No. F-U-170 (20)
Contract No. 7274

F. B. KLABOE

Gentlemen:

Reference is made to your letter dated August 20, 1969, which transmitted two (2) copies of subject agreement to us.

As you know, the State had "second thoughts" concerning the proposed design of our grade on the Riverside Ave.-10th St. Section. This plan would have allowed storm water to flood the highway if the pumping plant failed to function. We are now investigating possibilities of altering the grade or alignment to correct this problem, and will discuss this with you when our investigation is complete.

The above mentioned agreement also provided for the construction of a storm drain in 9th Street. The details are shown on our Construction Plans and were approved by your Mr. Kraus' letter dated April 24, 1969.

Since our investigation may not be completed for several months, we need a right of entry to construct the storm sewer in 9th Street as per the construction plans. We are requesting this right with the understanding that the revised agreement will provide for the disposal of eleven (11) cfs of the City's storm drainage on the Riverside Ave.-10th St. Section to the mutual satisfaction of the State and the City.

If the terms, as set forth above, for allowing the State to construct the storm sewer in 9th Street are satisfactory, please sign the original copy of this letter and return it to this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss
cc: F. B. Klaboe
G. E. Rohde (Attn: Sollis)
D. H. Moehring
H. S. Coulter
W. Ferguson
H. m. Fillmore D. J. Barbee

City of Pendleton

By____________________________

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DEC 3 - 1969
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-U-170(20)

7274

November 28, 1969

Union Pacific Railroad Company
2525 N. Larrabee Street
Portland, Oregon 97227

Attention: W. G. Johnson
Superintendent

Gentlemen:

Re: UPRR & Frazier St. O'Xing
S. Pendleton Intchg.-10th
Street Section
Oregon-Washington Highway
Umatilla County
Bridge No. 9535
Contract No. 7274
Your File D323-1-81

This is to notify you that our contractor for the above subject project, Rogers Construction, Inc., will be impairing the clearances over the railroad effective January 1, 1970, and that it is anticipated that the impairment will be required for six months.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

DOC:jf
cc: Tom Edwards
T. W. Litchfield
Jack L. Sollis

NOTED
TOM EDWARDS

RECEIVED
DEC 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 - 1969

FOR FILING
F-U-170(20)
7274

November 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7274
~~Prefix 30-1008~~
FAP F-U-170(20)

Dear Sir:

Unit "A" work under Contract No. 7274, 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County, was completed on October 31, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F D H Morgan
F. D. Morgan
Construction Engineer

VG:fw

m2

RECEIVED
OCT 3 - 1969
FORM 2-30 (12-67)
FOR FILING

F-11-170(20)
7274

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 24, 1969

SUBJECT: Pendleton Spur—Const R/W Or-Wash
Oregon-Washington Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

You asked if the subject section would flood if the proposed pumping station failed. The section under contract to 10th Street has a gravity flow storm sewer independent of the pumping station.

The next section to be constructed includes a railroad undercrossing that will depend on the pumping station for drainage. However, the pumping station will have auxiliary power and a battery of four (4) pumps each of which cuts in at consecutive sewer flow stages through the fifty (50) year storm frequency.

The discharge is over the dike into the river requiring at least one pump to function with each rain storm. It is safe to assume at least one (1) pump as standby for normal storm frequencies.

D. J. BARBEE
Design Engineer

By Frank L. Hall
FRANK L. HALL
Assistant Design Engineer

FLH/bdr

copy to
10-2-69 Hall
However, Mr. Cooper want
studies made toward
eliminating pumping system
FBK

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SEP 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-11

[illegible] ject agreement if additional funds are required.

Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

22 SEP 1969
U. S. BUREAU OF PUBLIC ROADS

Date Sept. 10 1969

Project Name 10th St. S. Pendleton Interchange

Highway Oregon - Washington

County Umatilla

Contractor Rogers Conatruction Inc.

Address 11760 N. E. Glisan St. Portland, Oregon 97216

Contract No. 7274

Prefix 30-1008

F. A. Project No. FU-170(20)

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise Water and Sewer facilities along "SS" line

Location by station numbers:

"SS" 9+40 to "SS" 23+40

Estimate of quantities and cost:

Utilities Repair "SS" Line.......................................6,000.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construction items which may be required as extra work to complete the project and which are not covered by special provisions or listed as pay items may include the above, bu are not necessary limited to adjustment of facilities listed above. Funds included in project authorization. Work has not started.

~~Work has not started~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,692,025.87
Present estimate of project cost, including $6,000.00 for work under this order	$1,092,025.87
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved F D Hogan 9-23-69

AUG [illegible] 1969

FORM 2-90 (12-57)

F-U-170(20)
7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1969

SUBJECT:

To:

Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

PUX 625, SXF 381
Order of Petition for Rehearing
OSHC - Applicant
Frazier Street Overcrossing
Oregon-Washington Railroad and Navigation Company
Union Pacific Railroad Company
Umatilla County

Herewith I hand you a copy of Amended Order No. 46058 issued by the Public Utility Commissioner under date of August 8, 1969, relative to the above subject matter.

Jack L. Sollis
krk
JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Attachment

cc: F. B. Klaboe
F. D. Morgan (2)
H. S. Coulter (2)
E. S. Hunter (2)
R. N. Chase (3)
F. B. Crandall
R. C. Pool
T. W. Litchfield
Harold Reynoldson
G. W. Ross

NOTED
R. L. PORTER

RECEIVED
AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Order #46058

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
SXF - 381

In the Matter of the Application)
of the STATE OF OREGON to con-)
struct a highway crossing above)
grade across the tracks of the) AMENDING ORDER
Oregon-Washington Railroad and)
Navigation Company, Union Pacific)
Railroad Company, Lessee.)

On April 7, 1969, the Public Utility Commissioner of Oregon issued Order #45608 granting the above entitled application.

On June 16, 1969, applicant filed a motion to amend the above order as follows:

That the sentence reading:

> "The vertical distances during and after construction will exceed said minimum standards"

be deleted and in lieu of, therefore, be substituted with the following language:

> "That during construction, it will be necessary that there be an impaired vertical clearance of 21' 10" from top of rail for the construction of false work and that after construction the vertical distance from top of rail will exceed the minimum standards for clearance."

No objections have been made to the issuance of an order in accordance with the motion.

The motion sets forth sufficient cause to reopen the proceeding and to amend certain descriptive language in Order #45608, a substantive change.

The descriptive change noted does not constitute questions of safety or other factors which compel reconsideration of the determination reached in Order #45608. The motion should be allowed. It is therefore

ORDERED that the within motion of the State of Oregon filed by the State Highway Commission be and the same hereby is allowed.

ORDERED that Order #45608, entered in the above entitled matter April 7, 1969, be and the same hereby is amended to authorize the following changes in the text thereof:

The sentence appearing in Paragraph 6 of Page 2 of Order #45608 as amended reading

> "The vertical distances during and after construction will exceed said minimum standards"

be deleted and replaced with the following:

> "During construction it will be necessary that there be an impaired vertical clearance of 21' 10" from top of rail for the construction of false work and that after construction the vertical distance from top of rail will exceed the minimum standards for clearance."

And it is further

ORDERED that Order #45608 in all other respects remain as originally entered.

Made, entered and effective AUGUST 7 1969.

Sam R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

c

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JUL 31 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-U-170(20)
7274

July 30, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Addition of Sidewalk
UPRR In Fraser Street Over-
crossing Structure
10th St.-South Pendleton Intchg. Sec.
Oregon-Washington Highway
Umatilla County
Project No. F-U-170 (20)
Contract No. 7274
YOUR FILE: D 323-1-81

Gentlemen:

Please refer to our letter dated April 30, 1969 and your letter dated June 3, 1969 wherein we discussed the addition of a sidewalk on the above captioned structure.

Inasmuch as we have not been able to obtain a satisfactory price for this work from our contractor, Rogers Construction, Inc., the addition of the sidewalk for this structure will not be considered further.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
D. J. Barbee
L. H. Young
H. S. Coulter
W. C. Ferguson
H. M. Fillmore

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JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 30 969
FOR FILI

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OREGON STATE
HIGHWAY DEPARTMENT

F-U-170(20)
7274

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Attention: Mr. Herb Schell, Jr.

Gentlemen:

Re: UPRR & Frazier St. O'Xing
10th St.-S. Pendleton Intchg. Sec.
Oregon-Washington Highway
Umatilla County
Contract No. 7274

In our letter to you dated April 30, 1969, we submitted Drawings Nos. 24378 and 24379 along with 2 letter size prints showing sidewalk details in cross section for preliminary approval. At that time it was planned to add a 4' sidewalk to the southerly or right-hand side of the subject structure.

This sidewalk was to be added provided we received a favorable reaction from the railroad and a reasonable price from the contractor. The price we received from the contractor was not reasonable and it has been decided to drop the matter of the sidewalk.

Will you please take note of this fact and disregard our request for preliminary approval.

Yours very truly,

CRIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TCR:jf
cc: Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1969

FOR FILE
E-U-170(20)
7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1969

To: MEMO TO THE FILE

SUBJECT: Tenth Street-South
Pendleton Interchange
Oregon-Washington Hwy.
Contract No. 7274

Rogers Construction Inc. has given the Division Engineer a price of $53,158 to add a sidewalk to the railroad crossing on the Tenth Street-South Pendleton Interchange Section of the Oregon-Washington Highway.

The prices are inflated approximately 50 percent above the comparable items on the bid plans. In addition, the contractor requests 25 days extra time allowance for this work.

I therefore recommend that the matter of the sidewalk be dropped.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
H. S. Coulter

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton 97801

July 22, 1969

SUBJECT: 10th St. - S. Pendleton Interchange
Oregon - Washington Highway
Umatilla County
Contract No. 7274
F-U 170(20)

To:
Scott Coulter
Division Engineer
La Grande, Oregon 97850

- Mr. Charles McInroe representing Rogers Construction Inc., prime contractor on 10th St. - S. Pendleton Interchange Section has submitted a lump sum price of $ 53,158.00 to perform the following additional work on subject contract.

Furnish all materials, equipment and labor necessary to construct a side-walk and pedestrain hand rail on bridge no. 9535, as shown on drawing no. 24633.

Metal Reinforcement -	$ 12,200.00
Class "AA" Concrete -	20,250.00
Structural Steel -	500.00
Metal Guard Rail Posts - - - - - - - - - - - - - - - - - -	180.00
Metal Parapet Railing (#20343) - - - - - - - - - - - - - -	17,028.00
Extra Falsework -	3,000.00
Total	$ 53,158.00

In addition Mr. McInroe has indicated that it will take 25 work days to perform this extra work and the additional time is to be included on the price agreement.

A price agreement will be submitted upon receiving your approval for the performance of this extra work.

WC Ferguson
W.C. Ferguson
Resident Engineer

WCF:do
Attachment
cc:
file
Mr. H. S. Coulter, Division Engineer
Mr. F. D. Morgan, Construction Engineer
Mr. Ivan Merchant, Bridge Engineer
Rogers Construction Field Office

July 22, 1969

ATTACHMENT

10th St. - S. Pendleton Interchange
Oregon - Washington Highway
Umatilla County
Contract No. 7274
F-U 170(20)

ITEM	QUANTITY	UNIT	AMOUNT	15¢
Additional Steel Reinforcement in Sidewalk.	42,400 #	$0.2877358#	$ 12,200.00	275
Class "AA" Concrete	135 cu.yd.	$150/cy	20,250.00	$100
Structural Steel	140 lbs.	3.5714/lb	500.00	
Metal Guard Rail Posts W/Anchor Bolts	6	30.00/post	180.00	
Metal Parapet Railing	619.2'lin ft	27.50/lin.ft.	17,028.00	X
Extra Falsework	lump sum		3,000.00	X

✓

ISAAC St

CON LAG 183 7-24-69 8.20 AM

8.40 AM

D J BARBEE

IT IS NECESSARY TO RECOMMEND CONDEMNATION ON CROSBY FILE NO 43715 - SOUTH PENDLETON-10TH STREET SECTION WITH RECOMMENDATION FOR COMPLETE -8 TAKING. UNABLE TO NEGOTIATE. CONTRACTOR NOT WORKING BECAUSE R/W ON THIS FILE NOT SETTLED.

SHIRLEY
SH
17
83.

Send copy to Chatwood. J. Hall)

(Called Chatwood. He was aware of situation) J.H.

Sent 7-25-69 JR

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JUL 30 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-11-170(20)
7774

July 23, 1969

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Pole Re-adjustment
10th Street
10th Street -S. Pendleton Interchange Sec.
Oregon-Washington Highway
Umatilla County

Gentlemen:

Your estimate and sketch map for the adjustment of ;your facilities on this project, as submitted with your letter of July 11, 1969, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of June 9, 1969.

Reimbursement for the work performed on and subsequent to June 9, 1969 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
H. S. Coulter ~~(2)~~ (w/attach.)(2)
C. D. Hiatt "
R. C. Pool "
H. M. Fillmore "

*Note: H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
JUL 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 26, 1969

SUBJECT: 10th St.-South Pendleton Interch.
Oregon-Washington Highway - 8
Umatilla County

To: Mr. F. D. Morgan
Construction Engineer

SALEM

REFERRED TO
Blarkee
By Construction Engineer

We are submitting Last Vesting Deeds for the property ownership of that property on the "IG" line on subject section, that was recently recommended by this office for right-of-way acquisition.

Also attached is the construction cross sections and a profile at the right-of-way line and the "IG"line.

H. S. Coulter
Division Engineer

By

Alfred Shirley Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

Returned to field 7-11-69 by Jerpin's office.

AS:sh

Attachments

NOTED
FLOYD O. SCOTT
Desc. to R/W
7-10-69

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
JUN 27 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

8 ✓

FORM 2-30 (11-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 23, 1969

SUBJECT: 10th Street-S. Pendleton Interch. Sect.
Oregon-Washington Highway — 8
Umatilla County
Contract No. 7274

To: Mr. F. D. Morgan
Construction Engineer

SALEM

REFERRED TO
Barbee
By Construction Engineer

We have found in staking the "IG" line, which is the connection from Isaacs Avenue to the highway on the 10th Street-South Pendleton Interchange Section, that it will be necessary to construct a wall on the northerly side in order to retain the fill within the right-of-way.

It is estimated that it would cost approximately $10,000 to construct an "L" wall and $17,000 to construct a "T" wall inside the right-of-way. To avoid the high cost of the wall, additional right-of-way can be acquired at an estimated cost of $2,000. This is shown on the attached sketches and it is the recommendation of this office that we acquire the additional right-of-way and that we obtain a Permit of Entry in order to avoid any delay to the contractor on this phase of his work. Last vesting deeds have been ordered and will be forwarded to you as soon as we receive them.

Desc. + R/W 7-10-69

Cross section returned to field by Terpin's office 7-11-69 (see ltr 6-26-69)

H. S. Coulter
Division Engineer

By

Alfred Shirley Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

Attach
cc H. W. Snell

Routing
1 Barbee
2 Hall
A. Olson
Sample
3 Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
JUN 24 1969
DESIGN DIVISION

Field to send in notes so slopes can be checked
Don Trout

Routing
1 Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 2 1 1969
CONSTRUCTION DIVISION

FORM 8-90 20M 9-64 96316

NOTED	DE	ADE	ADE	DOE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

JUN 20 1969

REC'D DIV. OFFICE
LA GRANDE

Pendleton, Oregon. 97801
June 19, 1969

SUBJECT: 10th St. - S. Pendleton Interchange Sec.
Oregon - Washington Highway
Umatilla County
Contract No. 7274

To: Mr. H. S. Coulter, ✓
Division Engineer
LaGrande

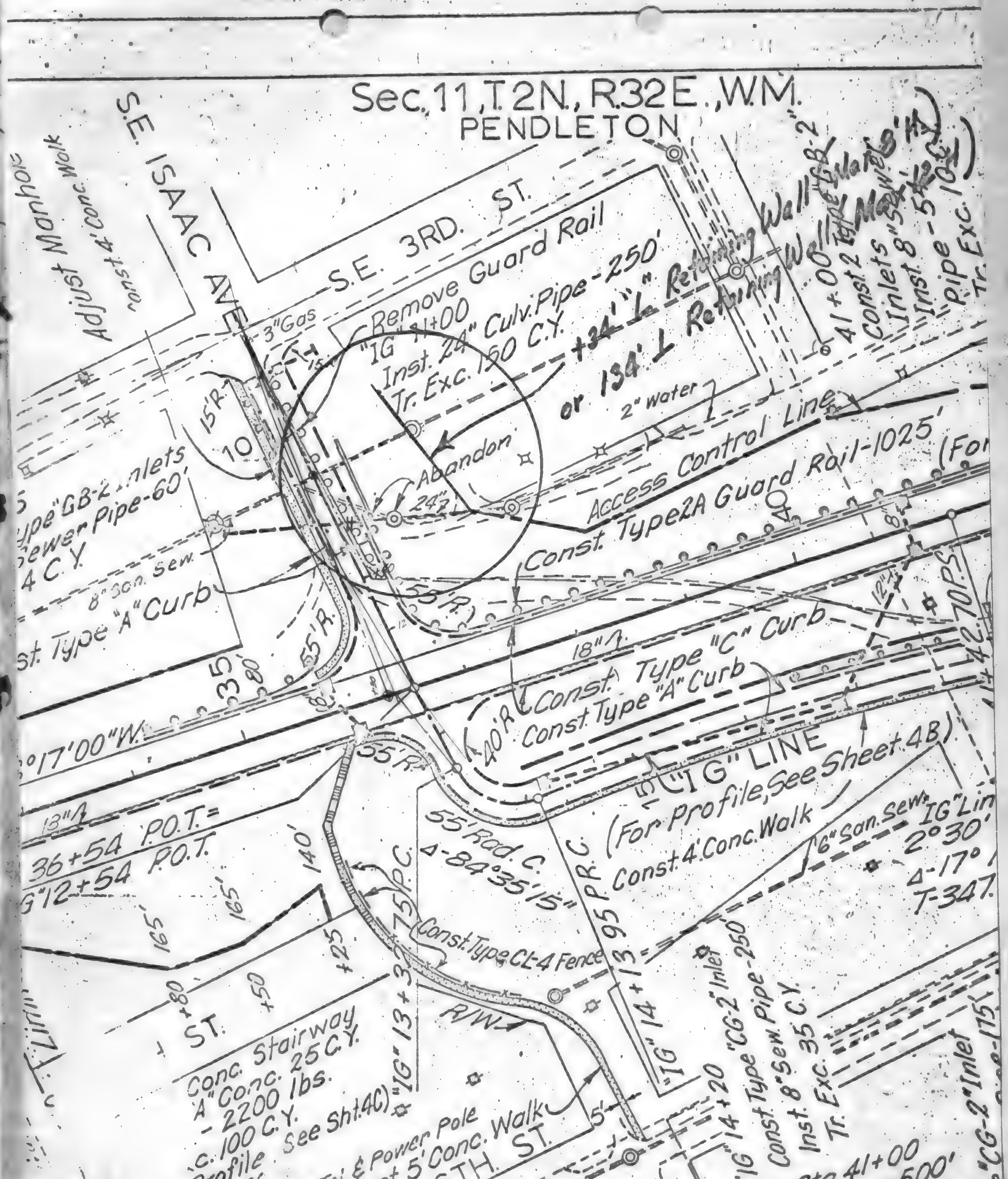
Listed below are estimate of costs for retaining wall on subject section to justify purchase of additional R/W.

From station 10+60 to station 11+50 on IG line the fill cannot be contained in the present R/W on the left side. To do so will require an Retaining Wall or additional R/W.

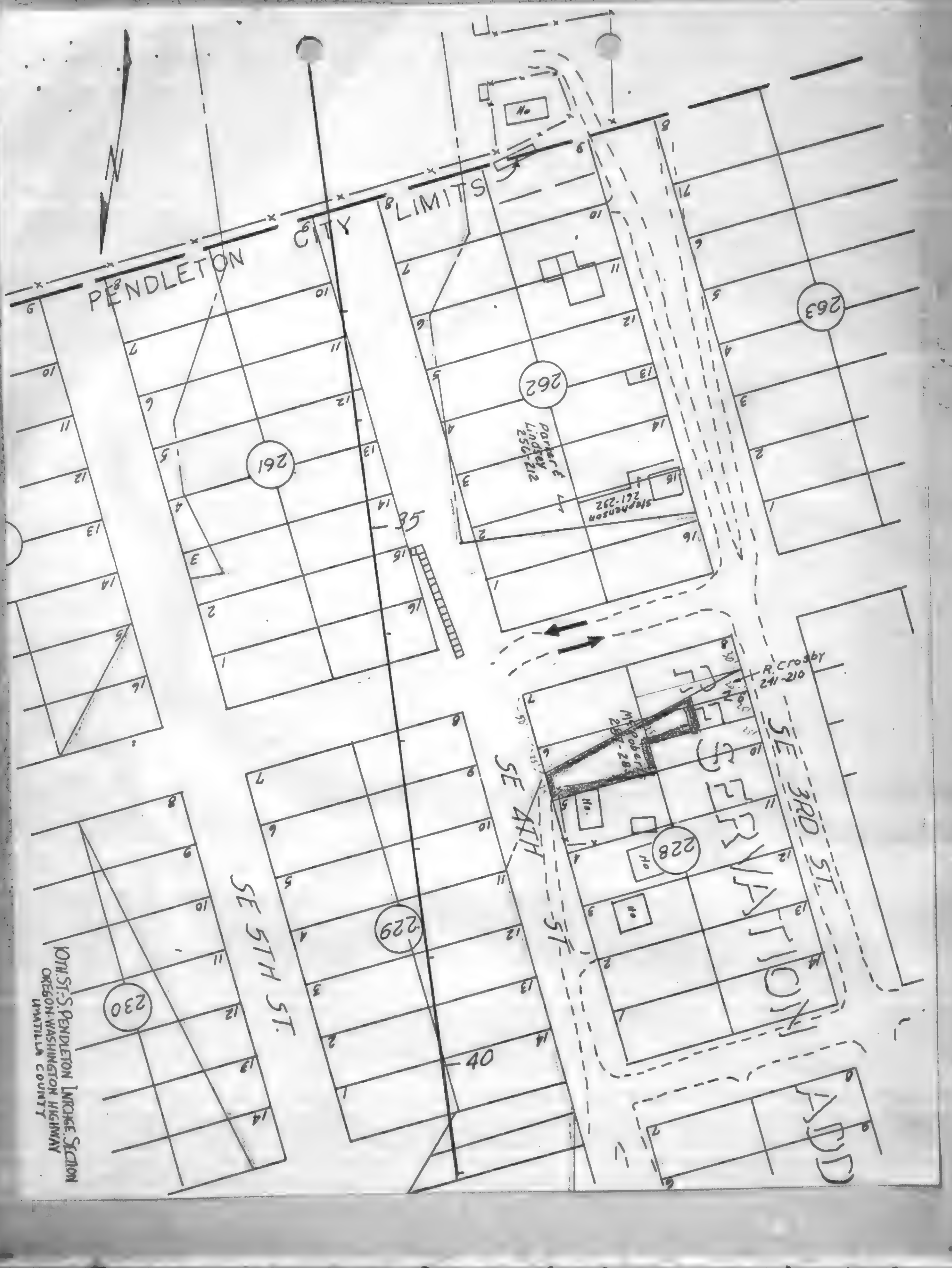
Estimate of cost has been made for two types of wall: An "L" wall which can be placed on the R/W line will cost aprpximately $10,000. A "T" wall which must be placed slightly inside the R/W will cost $17,000.

W C Ferguson
W. C. Ferguson,
Resident Engineer

WCF:lc
cc.:File



Sec. 11, T.2N., R.32E., W.M.
PENDLETON
S.E. ISAAC AVE
S.E. 3RD. ST.
Adjust Manhole
Const. 4' Conc. Walk
Remove Guard Rail
"IG" 11+00
Inst. 24" Culv. Pipe - 250'
Tr. Exc. 150 C.Y.
±34' "L" Retaining Wall
or 134' L Retaining Wall
41+00
Const. 2 Type "GB-2" Inlets
Inst. 8" Sewer Pipe
Tr. Exc. 10 C.Y.
3" Gas
15'R.
10
2" Water
Abandon
24"
Type "GB-2" Inlets
Sewer Pipe - 60'
4 C.Y.
8" San. Sew.
Const. Type "A" Curb
Access Control Line
Const. Type 2A Guard Rail - 1025'
40
55'R.
35
80
18"
12"
8"
+42.70 P.S.
Const. Type "C" Curb
Const. Type "A" Curb
40'R.
18"
17'00" W.
55'R.
"IG" LINE
(For Profile, See Sheet 4B)
15
13"
36+54 P.O.T. =
"IG" 12+54 P.O.T.
55' Rad. C.
Δ-84°35'15"
140'
165'
165'
+25
+50
+80
"IG" 13+75 P.C.
13+95 P.R.C.
Const. 4' Conc. Walk
6" San. Sew.
"IG" Line
2°30'
Δ-17°
T-347.
Const. Type CL-4 Fence
R/W
ST.
Conc. Stairway
"A" Conc. 25 C.Y.
- 2200 lbs.
Exc. 100 C.Y.
For Profile See Sht. 4C) "IG"
Drg. No. 2050
Tel. & Power Pole
Const. 5' Conc. Walk
5'
S.E. 6TH. ST.
"IG" 14+13
"IG" 14+20
Const. Type "CG-2" Inlet
Const. 8" Sew. Pipe - 250'
Inst. 8" Sew. Pipe - 250
Tr. Exc. 35 C.Y.
Sta. 36+00 to Sta. 41+00
Sewer Pipe - 500'
80
Type "CG-2" Inlet



10TH. ST.-S. PENDLETON INTCHGE. SECTION
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

N
PENDLETON CITY LIMITS
RESERVATION ADD
SE 3RD ST.
SE 4TH ST.
SE 5TH ST.
228
229
230
261
262
263
35
40
Parker & Lindsey 256-212
Stephenson 261-232
R. Crosby 241-210
McRoberts 281-283
Ho.

FORM 2-90 (12-67)

NOTED	DE	[illegible]	ADE	DCE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

JUN 18 1969

REC'D DIV. OFFICE
LA GRANDE

La Grande, Oregon 97850
June 18, 1969

SUBJECT: South Pendleton Interchange-
Court Place Section
Oregon-Washington Highway
Umatilla County

To: H. S. Coulter
Division Engineer

LA GRANDE

Attention: Alfred Shirley Jr.,

Attached is Jim Dixon's estimate of acquiring right-of-way in lieu of building a retaining wall as requested by you on the above section.

H. W. Snell
H. W. SNELL
District Supervisor

HWS/cre
attachments

cc: D. H. Moehring
w/attachments

~~LIAISON~~ ESTIMATE OF RIGHT OF WAY COST

Date of Liaison Report June 17, 1969

File No.

Owner R. Crosby

Engineer's designation of line

Address 724 S. E. Third, Pendleton, Ore

Section South Pendleton Interchange-Court Place Sec.,

Contract Purchaser - None -

Address

Highway Oregon-Washington

Lessee - None -

Address

County Umatilla

Owner's total area 7250 S. F. Acquisition 5250 S. F.

Limits of Acquisition:

Remainder right - - - Remainder left 2000 S. F.

Sta. 37 to Sta. 38

Nature of property acquired: Residential

How does acquisition affect balance of grantor's property? Severely reduces lot size and comes very close to house.

(On reverse side of this sheet (tumblehead), give description of entire property, before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Unlimited from S. E. Third Street

Fencing: ☐ Contains livestock ☐ Does not contain livestock
None
☐ To be constructed by State. Explain:

Land service facilities (conduits, pipelines, underpasses, etc.):
- None -

Occupant Relocation Plans: ☐ None required ☒ Will stay in area
☐ Will leave area ☐ Wants to move his house

VALUATIONS

Land:	Type	Area	Unit Value	Total Value
Improvements:	Residential	5250 S.F.	$ 0.15	$ 787.50
Damages:	Land	2000 S.F.	0.05	100.00
	Improvements (house)		Lump Sum	1,000.00

Moving Estimate: $ 220.00 *
Additive Estimate: $
Demolition Estimate: $
Estimated Taxes 5.00

Total Real Property Estimate $1,187.50
Say $2,000.00

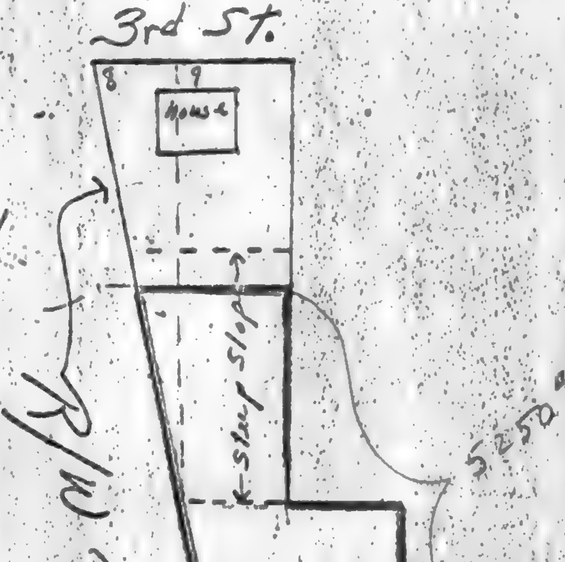
R/W ~~Liaison~~ Agent

E-631 Rev. 5-1-69 h

* Occupied Mobile Home

Block 228 Reservation Add

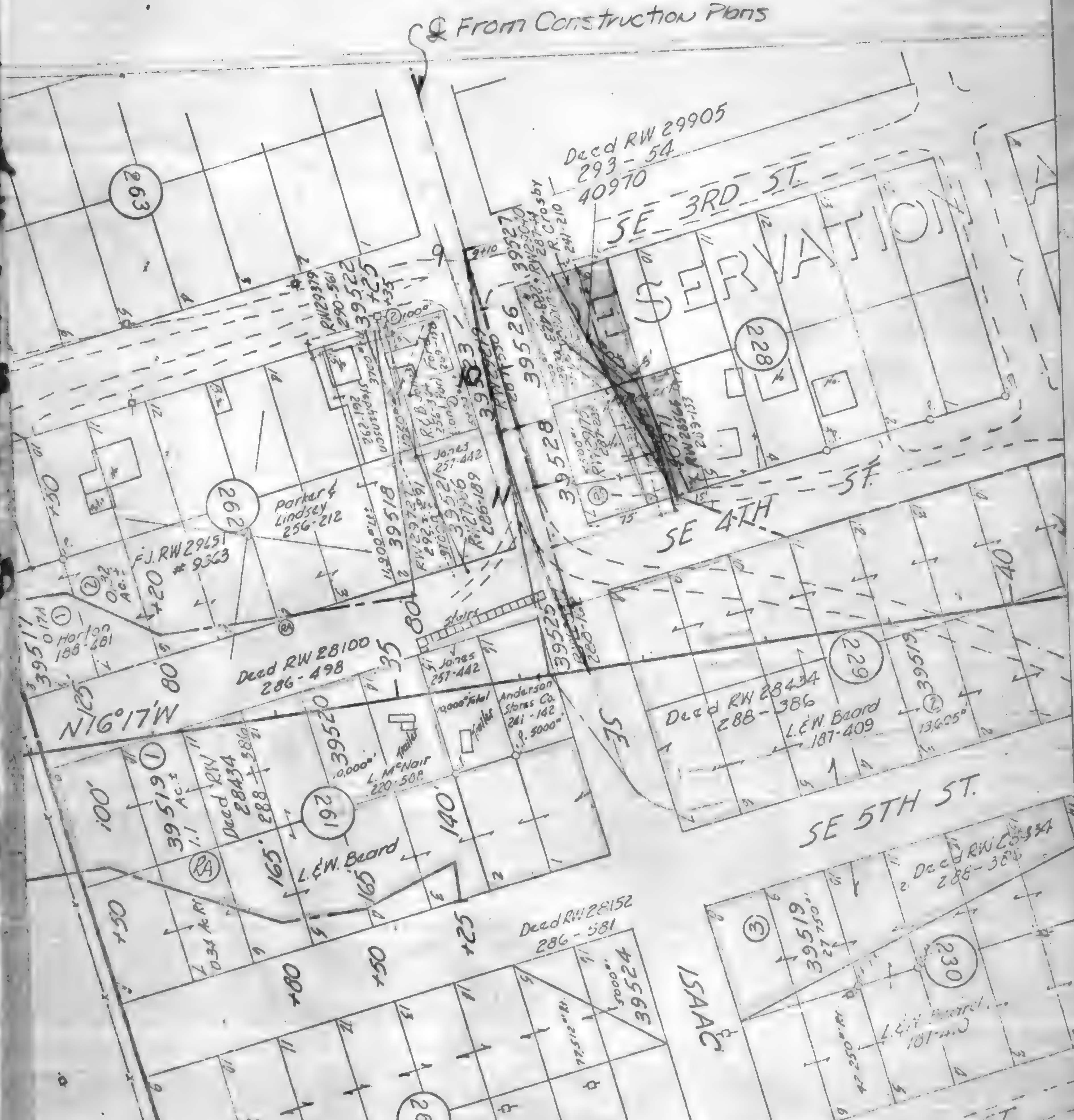
1" = 50'


3rd St.
8
9
House
R/W
steep slope
5250'
Mobile home
4th St.

80
2.5
82.5
12.5
95.0

$\frac{25+50}{2} \times 100 = 3750$ □' 1.75

32.5
30
87.5


℄ From Construction Plans
Deed RW 29905
293-54
40970
SE 3RD ST.
SERVATION
263
228
262
Parker & Lindsey
256-212
F.J. RW 29451
# 9363
Horton
188-481
Jones
257-442
Deed RW 28100
286-498
N16°17'W
39518
39520
39522
39525
39526
39527
39528
39519
39524
Anderson Stores Co.
241-142
L. McNair
220-508
261
L. & W. Beard
SE 4TH ST.
229
Deed RW 28434
288-386
L. & W. Beard
187-409
SE 5TH ST.
Deed RW 28152
286-581
ISAAC
230
260
Robert M. Sussman
178-497
SE 6TH ST.
stairs
Trailer
Trailer
R. Crosby

RECEIVED
JUN 20 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-11-170(20)

7274

June 18, 1969

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Rudy R. Enbysk

Re: City of Pendleton-State Storm
Drainage Agreement
10th St.-South Pendleton - Riverside
Avenue-10th Street Sections
Oregon-Washington Highway
Umatilla County

Gentlemen:

Herewith you will find triplicate counterparts of the above captioned agreement. The changes discussed in our May 1, 1969 meeting have been incorporated into this final draft.

Please review this agreement and, if satisfactory, have it executed by the appropriate officials of the City of Pendleton. Return two copies to this office so that we may have them placed on the agenda for Highway Commission action. A fully executed copy will be returned to you for your files.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

Enclosure

cc: F. B. Klaboe
Jack Sollis
H. S. Coulter
H. M. Fillmore

RECEIVED
JUN 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1969

F-U-170(30)
7274

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

June 18, 1969
Salem, Oregon

SUBJECT: UPRR & Frazier St. O'Xing
10th St.-S. Pendleton Intchg.
Section
Oregon-Washington Highway
Umatilla County
Contract No. 7274

To: W. C. Ferguson
Resident Engineer
P. O. Box 459
Pendleton, Oregon 97801

Due to the anticipated pedestrian traffic which will be using the subject overcrossing, it has been decided to explore the possibility of adding a 4' sidewalk on the right hand or easterly side of the structure as shown on Drawing No. 24633, four prints of which are attached.

The addition of the sidewalk is contingent upon the receipt of a reasonable price agreement from the contractor. Every effort should be made to expedite the negotiation of this price agreement so that a definite decision can be made regarding this matter. In order to aid you in the negotiation for a price agreement we have made an estimate of the quantities of material necessary for the change. We are attaching 2 xerox copies for your use.

No work shall be done towards the addition of the sidewalk and handrail until the price agreement has been negotiated and approval to go ahead with the revision is received from this office.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards (w/1 print)
A. A. Rear (w/1 print)
F. D. Morgan (w/1 print)
H. S. Coulter (w/1 print)

NOTED
TOM EDWARDS

RECEIVED
JUN 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 196
FOR FILI

C

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-U-170(20)
7274

June 13, 1969

NOTED
R. L. PORTER

Mr. Sam Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Dear Mr. Haley:

Re: PUX 625, SXF 381
OSHC - Applicant
Frazier Street Overcrossing
Union Pacific Railroad
Umatilla County

We are enclosing the original and one copy of the Motion to amend Order 45608.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Enclosures (2)

cc: R. L. Porter ✓
F. B. Klaboe
F. D. Morgan
H. S. Coulter
Ivan Merchant
T. W. Litchfield
Harold Reynoldson
Union Pacific Railroad
Umatilla County

RECEIVED
JUN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 625

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE)
OF OREGON, by and through its State Highway)
Commission, for authority to construct an)
Overcrossing over the tracks and right of way)
of the Oregon-Washington Railroad & Navigation)
Company, Union Pacific Railroad Company,)
Lessee, known as the FRAZIER STREET OVER-)
CROSSING, project in the Northeast Quarter of)
the Northwest Quarter (NE¼NW¼) of Section 11,)
Township 2 North, Range 32 East, Willamette)
Meridian, Umatilla County, Oregon.)

SXF 381
MOTION TO AMEND
ORDER 45608

Comes now applicant, State of Oregon, by and through its State Highway Commission, and moves that Order No. 45608 be amended as follows:

I

That Paragraph 6 on Page 2 as amended by Order 45608, issued April 7, 1969, by further amended as follows:

> That the sentence reading "The vertical distances during and after construction will exceed said minimum standards" be deleted and in lieu of, therefore, be substituted the following language "That during construction it will be necessary that there be an impaired vertical clearance of 21' 10" from top of rail for the construction of false work and that after construction the vertical distance from top of rail will exceed the minimum standards for clearance."

WHEREFORE, applicant prays for an order amending Order No. 45608 in accordance with the hereinabove order and for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 13th day of June, 1969.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Order No. 45608 is true as I verily believe.

Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 13th day of June, 1969.

Jack L. Sollis
JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires: December 18, 1972

I certify that the above is a true and correct copy of the foregoing Motion to Amend Order No. 45608 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

True copies of this Motion have been served on the Union Pacific Railroad Company, and Umatilla County by mail on June 13, 1969.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
JUL 10 1969

6-11-69

FORM PR-33A

FOR FILING
OSHD
~~Region~~
Wash DC

F-U-170(20)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Brooks
Bridge

INITIAL INSPECTION REPORT

(Check Appropriate box) ☐ CONTACT ☐ PROJECT STAGE * ☐ STATEWIDE INSPECTION-IN DEPTH

REGION NO. 7274	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 6-11-69	INSPECTION MADE BY R. A. Nichols, Area Engr, J.F. Biddiscombe, Trainee		PROJECT NO. F-U-170(20)

IN COMPANY WITH
Unaccompanied - discussed with W.Ferguson, Res Engr, and H. Woodward, Br. Engr

LOCATION
South Pendleton Interchange of I-80N to intersection of SE 10th and Emigrant Ave. in Pendleton

CONTRACTOR NAME AND ADDRESS
Rogers Construction, Inc., Portland, Oregon

AWARD DATE 5-20-69	CONTRACT AMOUNT $1,459,123	TIME ALLOWED 350 cal days	TIME STARTED 6-10-69	WORK STARTED 6-11-69
QUALITY OF WORK Satis	PROGRESS OF WORK Satis	TIME ELAPSED 1 %	WORK COMPLETED 0 %	

ROADBED (Width 54 Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Bit. Conc.	6201	.586	16 1/2	16 1/2	54	Conc.Box Girder	X521	.122

REMARKS *(Report details of statewide inspection-in-depth on form PR-33D)

10th St. - S. PENDLETON INTERCHANGE
OREGON-WASHINGTON HIGHWAY
Grading, Paving, and Structure

The contractor has begun construction of a pioneer road. The possibility of using a detour around the railroad and Frazer Ave. overcrossing during construction was discussed with the resident engineer and bridge engineer.

A proposed change order to add a pedestrian sidewalk to the railroad and Frazer Ave. overcrossing has been approved by the Union Pacific Railroad. The proposed method of construction has been found to be satisfactory by this office; however, there will be no Federal participation in the cost of the facility because it was not included in the contract as an addendum prior to the taking of bids.

The project work had just started and the contractor had only one man working on the project. For that reason an EEO investigation was not made. This will be investigated during the next inspection.

orig to Morgan
7-10-69

RECEIVED
JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-73 6-74	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Umatilla
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-9-69	PROJECT NO. U-F-170(20) F-U-170(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

10th St. - S. Pendleton Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	0.708
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
896,383 - Primary $ 715,000 - Urban 1,611,383	549,100.00 - Primary $ 450,000.00 - Urban 999,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 9 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26884-P66

1727741

STATE COPY

5

MONTHLY TRANSACTION NUMBER 8-39, 8-40	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Umatilla
MODIFICATION NUMBER 1	8-16-72	PROJECT NUMBER F-U-170(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 9, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,611,383	$1,612,634
Federal Funds	U=450,000 P=549,100	U=450,000 P=566,000
Other revisions		

This modification is made for the following reasons:

Include approved item of work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of August, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. E. Johnson

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E. J. Valach
for G. L. Green Acting (Division Engineer)

Form PR-2A (Rev. 5-71)   Existing stocks of Form PR-2A (Rev. 4-70) will be used.   GPO 913-869

Oregon State Highway Division

Federal Aid
Project No. F-U-170(20)

10TH ST. - S. PENDLETON INTERCHANGE SECTION OF THE OREGON-WASHINGTON HWY. IN UMATILLA COUNTY

Salem, Oregon, August 9, 1972

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 23+60 to Sta. 61+00)

Sub-total on Previous Estimate of May 27, 1969		$ 479,139.00
Additional approved work		
EWO 2 Utilities Repair "SS" Line	All Required	1,136.67
	Sub-total	$ 480,275.67
	10% Engr. & Cont.	48,027.33
	Total	$ 528,303.00
Total for structure same as estimate of May 27, 1969		$1,084,331.00

Length of Roadway - - - - - - - - - - - - - 0.586 mile
Length of Structure - - - - - - - - - - - - 0.122 mile

Length of Project - - - - - - - - - - - - - 0.708 mile

Cost of Roadway per mile - - - - - - - - - $901,541.95

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 528,303.00	$ 332,800.00	$195,503.00
Structure	1,084,331.00	683,200.00	401,131.00
Total	$1,612,634.00	$1,016,000.00	$596,634.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Urban	$ 714,300.00	$ 450,000.00	$264,300.00
Primary	898,334.00	566,000.00	332,334.00
Total	$1,612,634.00	$1,016,000.00	$596,634.00

Railroad Protective Costs and work by Union Pacific Railroad Co. is included in the Utility project No. F-170(19) and chargeable to that project. Authorization to proceed with the railroad work was given on January 2, 1968.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7274
Prefix 30-1008

Oregon State Highway Department

Federal Aid
Project No. F-U-170(20)

10TH ST. -S. PENDLETON INTERCHANGE SECTION
OF THE OREGON-WASHINGTON HWY, IN UMATILLA COUNTY

Project agreement estimate.

Salem, Oregon, May 27, 1969

Type Code 6201
Roadway (Sta. 23+60 to Sta. 61+00) (Contract No. 7274)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Clearing and Grubbing	All Required		5,000.00
General Excavation, Unclass.	156,000 cu. yd.	0.70	109,200.00
Finishing Roadbed and Slopes	All Required		2,000.00
Trench Excavation	4,700 cu. yd.	8.00	37,600.00
Bedding Materials	80 cu. yd.	10.00	800.00
Watering	3,900 M-gal.	2.50	9,750.00
Pavement Replacement	1,390 lin. ft.	5.00	6,950.00
3/4" - 0 Material in Base	430 cu. yd.	3.00	1,290.00
Plant-Mix Stone Base	16,000 ton	2.00	32,000.00
Bituminous Base Mixture	5,400 ton	5.00	27,000.00
Asphalt in Bituminous Base Mixture	240 ton	35.00	8,400.00
3/4" - 0 Aggregate in Prime Coat	220 cu. yd.	6.00	1,320.00
MC-250 Asphalt in Prime Coat	40 ton	50.00	2,000.00
Asphalt in Tack Coat	3 ton	60.00	180.00
Class "B" Asphalt Concrete Mixture	7,770 ton	5.00	38,850.00
Asphalt Cement in Mixture	430 ton	35.00	15,050.00
12-inch Reinforced Concrete Bridge End Panels	280 sq. yd.	25.00	7,000.00
Class "A" Concrete in Stairways	27 cu. yd.	175.00	4,725.00
Pipe Handrail	150 lin. ft.	10.00	1,500.00
24-inch Culvert Pipe	730 lin. ft.	8.00	5,840.00
8-inch Sewer Pipe	800 lin. ft.	3.50	2,800.00
12-inch Sewer Pipe	680 lin. ft.	5.00	3,400.00
15-inch Sewer Pipe	1,350 lin. ft.	7.00	9,450.00
18-inch Sewer Pipe	1,650 lin. ft.	7.50	12,375.00
21-inch Sewer Pipe	950 lin. ft.	9.00	8,550.00

30-inch Sewer Pipe	15 lin. ft.	20.00	$ 300.00
36-inch Sewer Pipe	520 lin. ft.	22.00	11,440.00
42-inch Sewer Pipe	880 lin. ft.	30.00	26,400.00
Concrete Manholes, 6 ft. or less deep	12 only	300.00	3,600.00
Concrete Manholes, 6 ft. to 12 ft. deep	2 only	500.00	1,000.00
Concrete Manholes, over 12 ft. deep	2 only	1,000.00	2,000.00
Special Manhole, Sta. "SS" 15+38	1 only	1,000.00	1,000.00
Special Manhole, Sta. "SS" 15+80	1 only	1,250.00	1,250.00
Special Manhole, Sta. "SS" 19+38	1 only	1,400.00	1,400.00
Special Manhole, Sta. "SS" 22+67	1 only	1,500.00	1,500.00
Concrete Inlets, Type "GB-2"	14 only	225.00	3,150.00
Concrete Inlets, Type "CG-2"	11 only	225.00	2,475.00
Adjusting Manholes	1 only	100.00	100.00
Concrete Curbs	370 cu. yd.	62.00	22,940.00
Concrete Walks	396 sq. yd.	7.00	2,772.00
Guard Rail, Type 1	700 lin. ft.	3.00	2,100.00
Guard Rail, Type 2A	3,000 lin. ft.	4.00	12,000.00
Guard Rail Terminal Anchors	4 only	250.00	1,000.00
Extra for Guard Rail Bridge Connection	4 only	200.00	800.00
4' Chain Link Fence	230 lin. ft.	3.60	828.00
Roadside Seeding	10 acre	125.00	1,250.00
Roadside Mulching	10 acre	155.00	1,550.00
Grass Seed Mixture	150 lb.	0.60	90.00
Inorganic Fertilizer (22-16-8)	40 cwt.	12.00	480.00
__Retaining Walls__			
Structural Excavation	140 cu. yd.	8.00	1,120.00
Structural Excavation Below Elevation Shown	15 cu. yd.	8.00	120.00
Class "A" Concrete in Retaining Walls	80 cu. yd.	90.00	7,200.00
Reinforcement in Retaining Walls	8,100 lbs.	0.20	1,620.00
Metal Parapet Rail on Retaining Walls	52 lin. ft.	12.00	624.00
			$ 469,139.00

Flagging (60% of contractor's cost)	All Required		$ 10,000.00
	Subtotal		$ 479,139.00
	10% Engr. & Cont.		47,913.00
	Total		$ 527,052.00

Type Code X521
Overcrossing Structure (Sta. 47+00 to Sta. 53+64) (Contract No. 7274)

Shoring, Cribbing, etc.	All Required		$ 90,000.00
Structural Excavation	2,600 cu. yd.	8.00	20,800.00
Structural Excavation Below Excavation Shown	225 cu. yd.	12.00	2,700.00
Furnish 10 BP 42 Steel Piling	420 lin. ft.	5.25	2,205.00
Drive Steel Piling	14 only	150.000	2,100.00
Splice Steel Piling	4 only	30.00	120.00
Class "A" Concrete (2,080 c.y.)	All Required		176,800.00
Class "AA" Concrete (2,530 c.y.)	All Required		303,600.00
Reinforcement (1,175,000 lb.)	All Required		265,000.00
Structural Steel (46,500 lb.)	All Required		60,000.00
Metal Parapet Railing	1,348 lin. ft.	12.00	16,176.00
8-inch Standard Steel Pipe	605 lin. ft.	18.00	10,890.00
10-inch Standard Steel Pipe	25 lin. ft.	20.00	500.00
18-inch Standard Steel Pipe	720 lin. ft.	35.00	25,200.00
8-inch Steel Drain Pipe, Perforated	170 lin. ft.	4.50	765.00
1-1/4-inch Electrical Conduit	1,430 lin. ft.	3.00	4,290.00
Preparation of Slopes	250 sq. yd.	3.00	750.00
3-inch Slope Paving	180 sq. yd.	10.00	1,800.00
Berm Paving	70 sq. yd.	20.00	1,400.00
Rock Blanket	220 cu. yd.	3.00	660.00
		Subtotal	$ 985,756.00
		10% Engr. & Cont.	98,575.00
		Total	$1,084,331.00

Items Retained in Program

Striping	All Required	$ 400.00
Permanent Signing	All Required	8,500.00
Utilities Repair "S8" Line	All Required	6,000.00
	Subtotal	$14,900.00
	10% Engr. & Cont.	1,490.00
	Total	$16,390.00

Length of Roadway - - - - - - 0.586 mile
Length of Structure - - - - - - 0.122 mile
Length of Project - - - - - - 0.708 mile
Cost of Roadway per mile - - $899,406.14

Summary

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 527,052.00	$ 326,800.00	$200,252.00
Structure	1,084,331.00	672,300.00	412,031.00
Subtotal	$1,611,383.00	$ 999,100.00	$612,283.00
Retained in Program	16,390.00	10,200.00	6,190.00
Total	$1,627,773.00	$1,009,300.00	$618,473.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Urban	$ 715,000.00	$ 450,000.00	$265,000.00
Primary	896,383.00	549,100.00	347,283.00
Subtotal	$1,611,383.00	$ 999,100.00	$612,283.00
Retained in Primary Program	16,390.00	10,200.00	6,190.00
Total	$1,627,773.00	$1,009,300.00	$618,473.00

*Work by Union Pacific Railroad	All Required	$ 23,415.00
*Railroad Protective Cost	All Required	15,000.00
		$ 38,415.00

*The above railroad work is included in the utility project, F-170(19) and chargeable to that project. Authorization to proceed with this work was given on January 2, 1968.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix No. 30-1008

10TH ST. -S. PENDLETON INTERCHANGE

F-U-170(20)

Nonparticipating - State Work

Pacific N.W. Bell	All Required		$5,000.00
Sidewalk (I.G. Line)	604 sq. yd.	7.00	4,228.00
			$9,228.00

10TH ST. -S. PENDLETON INTERCHANGE SECTION

PROJECT NO. F-170(19)

Railroad Protective Costs - UPRR

Estimates: a. Engineer-Inspector for 6 months
b. One full flagging crew for 2 months

a. Engineer-Inspector @ $849/month (H.Q. in Portland)		
Salary: 6 months @ $849	$5,094.00	
+34% payroll additives	1,731.96	
Total Salary		$6,825.96
Expenses:		
Personal 125 days @ $12.00		1,500.00
Auto 125 days @ $9.50		1,187.50
b. Flagging Crew		
1 Section Foreman @ $3.566/hr.		
S.T. - 2 mo. x 21 days x 8 hr. x 3.566	$1,198.18	
O.T. - 2 mo. x 21 days x 1 hr. x 5.349	224.66	
2 Section Laborers @ $2.889/hr each		
S.T. - 2 men x 2 mo. x 21 da. x 8 hr. x 2.889	1,941.41	
O.T. -2 men x 2 mo. x 21 da. x 1 hr. x 4.334	364.06	
Subtotal	$3,728.31	
+34% payroll additives	1,267.63	
Total Flagging Crew Expense		$4,995.94
Total Railroad Protective Cost		$14,509.40
State will pay up to		$15,000.00

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JUNE 3, 1969

File Ref. D 323 - 1 - 81

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Routing
Morgan
Bond
Walker
Boehme
Johnsen
RECEIVED
JUN 6 1969
CONSTRUCTION
DIVISION
Pease
Swan
Glenn
Litchfield ✓
Gallagher
Stein

Dear Sir:

UPRR & Frazer St. Overcrossing Structure
10th St. - S. Pendleton Interchange Section
Oregon-Washington Highway, Umatilla County #8
Project No. F-170(19)

Under separate cover, am returning one set of State's Plans and Prints of Bridge Dwgs. Nos. 24378 and 24379, transmitted with your letters of April 24 and 30, 1969 pertaining to the above-named overcrossing proposed at Railroad MP 215.89 in Pendleton, Oregon.

Approval by Mr. J. M. Bates on behalf of our Chief Engineer has been noted on these documents subject to the following revisions indicated in red:

1. On Plan Sheets 4 and 4A the State should delete its access control lines across Railroad right of way.

Note added to
plans explaining
the symbol
TWL

2. Drawings Nos. 24611 and 24612 in the Plans along with Dwg. No. 24378 should be revised to show the Railroad's signal instrument house and track-occupancy indicator as presently located and to properly identify our signal pole line.
3. Plan Dwg. No. 24611 should also be modified to indicate the addition of a pedestrian rail and 4-foot sidewalk as given on Dwg. No. 24378.

4. On Dwg. No. 2461~~8~~3 in the Plans, and also Dwg. No. 24379, the minimum vertical clearance of 22'6" to be provided during construction should be measured from top of rail rather than top of tie.

Will you please arrange for corrections to State's Plans and Bridge Drawings and also furnish the Public Utility Commissioner with prints of Dwgs. Nos. 24378 and 24379 revised accordingly.

While approval has been given to the State's proposal to add a sidewalk to the overcrossing, wish to point out that this has been done with some reluctance. As you are aware, overhead sidewalks of this nature are utilized by juveniles who invariably find enjoyment in dropping foreign articles from the sidewalk onto our equipment. Some actions along these lines have had a damaging effect on commercial shipments, ultimately costing our Company an undesired expense.

Yours very truly,

COPIES TO:

- R.E. SIMPSON
- TOM EDWARDS
- FB KLABBE
- ID MERCHANT
- FD MORGAN
- LH YOUNG
- DJ BARBEE
- H S COULTER
- WC FERGUSON
- H M FILLMORE

NOTE: APPROVED CONSTRUCTION PLANS AND DRAWINGS #24378 & 24379 ON FILE IN BRIDGE DEPT.

6-9-69

T

1/2 HB

RECEIVED
JUN - 9 1969
DESIGN DIVISION
A. Olson
Sample
Terpin
Trout T
Wills
R. Olson

RECEIVED
MAY 28 1969

FOR FILES

F-U-170(20)

7274

May 28, 1969

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

Enclosed are three copies of Contract No. 7274 for $1,459,123 awarded to you by the State Highway Commission on May 20, 1969. This contract is for grading, paving, and structure on the 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 10, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
A. F. Parson
W. C. Ferguson

[illegible]
MAY 13 1969
FOR FILING

F-U-170(20)

7274

May 13, 1969

2865

Mr. Harold Rees, President
11-80 Corporation
113 S. E. Byers
Pendleton, Oregon 97801

Dear Mr. Rees:

In reply to your letter of May 5 regarding the opening of the South Pendleton Interchange, I would inform you as follows:

It will be our intention to open the South Pendleton Interchange to traffic as soon as such construction is completed. Signs for both Highway 11 and the Pendleton area will of necessity be blocked out until the completion of our connection from this highway into the Pendleton area, but the use of the interchange itself will be possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee

DJB:bdr srb

11-80 CORPORATION
Pendleton, Oregon

May 5, 1969
113 S. E. Byers
Pendleton, Oregon

Routing
Carbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
MAY 9 1969
DESIGN DIVISION
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

F. B. Klaboe
Ass't State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

The 11-80 Corporation intends to construct a 100 unit motel and a restaurant-convention center at the S.E. Quadrant of the South Pendleton Interchange of I80N Bypass of Pendleton. We also have three major oil company leases at this location.

Recent discussions with construction division personnel indicate the interchange will be opened at the same time the bypass opens and that only those signs indicating traffic to Pendleton and Oregon Highway 11 will be blocked out. This will enable us to proceed with construction of the motel and to indicate to our oil company leases that use of the property will be available when the bypass is completed and will not be delayed until the construction of the Highway 11 into Pendleton is available.

In order for us to program our construction of the facilities, we would appreciate an official confirmation of the understanding we have regarding this interchange.

Very truly yours,

11-80 CORPORATION

Harold B Rees

Harold Rees
President

HR/mc

RECEIVED
MAY 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 1969

FOR FILING
E-U-170(20)
7.2.74

C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1969

SUBJECT: Status of Negotiations
Union Pacific Railroad Company

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

In accordance with your request of May 9, 1969, I will detail below the status of our negotiations with the Union Pacific on all projects as they appear on our Schedule of Contract Lettings dated April 15, 1969.

May 15, 1969 Letting

Nelson Point Railroad Shoofly Section - Agreement signed by Highway Commission on November 12, 1968.

10th St. - South Pendleton Interchange Section - Agreement signed by the Highway Commission on December 12, 1967.

N. Delaware-N. Woolsey Avenue Section - Negotiations being handled by Multnomah County.

June 26, 1969 Letting

Fountain Slide Section - The Railroad has indicated that we may have a Permit of Entry on their non-operating property lying South of the highway and they are now in the process of preparing a Haul Road Agreement to allow access to the disposal area northerly of their tracks.

N. W. 4th Avenue-Broadway Section-Milton-Freewater - We are having a meeting on May 13, 1969 in Milton-Freewater concerning the installation of automatic protection at these grade crossings. This was called by Mr. Ritchie of the Public Utility Commission and I will be able to advise you further upon my return from that meeting. I do not expect expedited service from the Railroad on this project.

July 31, 1969 Letting

Barth Crossing-U.S. 30 Connection Section - The Railroad has indicated that we may have a Permit of Entry for the construction of fill slopes along their property and we feel that this may be obtained without much difficulty, however there is some doubt in my mind that this may be in our hands prior to July 31, 1969. This should be handled by Umatilla County.

August 21, 1969 Letting

East Fremont Interchange Section - The Bureau of Public Roads is presently attempting to file condemnation action against the Railroad and a meeting among Railroad, BPR and State people is to be arranged by Mr. Edwards of the Highway Department and Mr. Haacke of the Railroad in the near future.

November 6, 1969 Letting

La Grande Section - The Railroad indicates that the agreement is nearly completed and that it can be submitted to us considerably prior to November of this year. They also indicate that the West La Grande Interchange which requires reconstruction of the old bridge over the Railroad will be handled either as a supplement to the agreement now under preparation or by separate agreement.

Bubbs Ranch-Weatherby and Weatherby-Lime Section - Mr. Tabor has indicated to me that the Portland Office has approved the proposal made to them in my letter of April 1, 1969 concerning the division of costs of the Rye Valley Road Overcrossing. A copy of this letter is in your files and we proposed the State to bear $42,800, the County $6,000 and the Railroad $40,800. Mr. Tabor has also said that the estimate for the adjustment of the signal and communication lines is now being prepared in their Omaha Office. The areas in which they will accept waste material have been determined and a map showing these areas is now being prepared in the Portland Office. We are supposed to receive this information prior to June 1, 1969. They have asked for information concerning the design of the access ramps which lead from locked gates to be established at several locations throughout the Burnt River Canyon. This information, along with preliminary plans, encroachment maps and cross sections were submitted to the Railroad with my letter of April 8, 1969 and this has not yet been reviewed by the Portland Office. We will be sending similar information for the Bubbs Ranch-Weatherby Section in the near future.

To resolve these problems we need a decision from the Omaha Office regarding the Rye Valley Road Overcorssing, an estimate and sketch from the Omaha Office of the signal and communication line adjustment, the map showing the disposal areas from the Portland Office, and an approval from both the Portland and Omaha Offices of our access road design.

March 12, 1970 and Later Letting

North Powder-South Baker Interchange Section - Inasmuch as this project involves a simple overcrossing of the Railroad, they indicate that an agreement can be produced considerably prior to March of next year.

F. D. Morgan
Construction Engineer
By
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Memorandum

Klaboe
Edwards

F-U-170(20)
7224

DATE: May 7, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FU-170(20)
10th St. - S. Pendleton Interchange Section
UPRR & Frazier St. O'xing

Mr. Merchant's April 30, 1969 letter transmitted advance drawings for a proposed sidewalk to be added to the right side of the Frazier Street overcrossing. This project has been advertized for the bid letting of May 15, 1969.

Our review of the drawing indicates that the proposed method of construction is satisfactory but that you will make a further review of the dimensioning and deck drain basins as discussed with the designers on May 5.

Federal participation in the cost of constructing the sidewalk will be contingent on your supplying adequately supported justification for the need of the facility and provided it is included in the contract as an addendum prior to the taking of bids.

Copy - Merchant
5-8-69

NOTED
TOM EDWARDS

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 2 1969
FOR FILE

F-U-170(20)

7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1969

SUBJECT: Assignment No. 2804-FBK
Sidewalks in
City of Pendleton

To:

2804
2777

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Regarding subject assignment wherein State is to construct concrete sidewalks at City of Pendleton expense, this occasioned by City request that said work be done.

This has been discussed with the City and contractor and agreements reached to perform said work. The only cost over bid items is the cost of moving concrete crew back to the project from Portland. Other curb and sidewalk work has been completed.

Costs for State obligation for curb construction and State share of moving cost will be made by price agreement. Unit price will include moving costs. Work will be non-participating by the Bureau of Public Roads.

City will pay cost of sidewalks and their share of moving cost by payment directly to the contractor.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc A. F. Parson

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

April 2, 1969

Routing
Morgan M
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
APR 3 1969
CONSTRUCTION
DIVISION

Pease
Swen
Glenn
Litchfield
Gallagher
Stein

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In reply to your letter of March 19, 1969 the City Council, at their meeting April 1, 1969, officially approved the City's participation in construction of P. C. sidewalks on the "IG" line. Specifically, we will pay the expense or difference in cost of P. C. as related to the gravel pathway.

Also at this meeting they officially approved construction of P. C. sidewalks on the "GF" line at City expense.

We would desire to have the "IG" sidewalk work included in your contract letting. We would also desire if possible to have the present contractor construct the sidewalk on the "GF" line. I have requested our City Engineer to follow this up by contacting the appropriate people within your organization.

Regarding the construction standards for the "K" line, your call this day confirming that curb and gutters with a 36 foot paved section will be built is appreciated.

Thank you for your assistance.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

RRE/sg
CC: City Engineer
A. F. Parson

RECEIVED
APR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

THE WORLD'S ROUND-UP CITY

RECEIVED
APR 4 - 1969
FORM 2-30 (12-67)

Maint
Loc
Rty

Pendleton

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 3, 1969

SUBJECT: City of Pendleton
Participation in
P.C. Sidewalk Construction

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

2804

Herewith copy of a letter received from Mr. Rudy R. Enbysk, City Manager of Pendleton, Oregon, together with assignment FBK 2804 regarding the participation of the City of Pendleton in the construction of P.C. sidewalks on the "IG" line of the proposed Pendleton Spur. This will be incorporated in the plans for that section.

Mr. Enbysk's letter also states that the City of Pendleton has approved construction of P.C. sidewalks on the "GF" line of the Pendleton Section, Contract No. 7097, at City expense. Please arrange for this work to be accomplished under the present contract.

A third item of work on the Pendleton Section will be the construction of concrete curbs and gutter with a 36-foot paved section for the "K" line. This change in design has been approved by Mr. Klaboe.

I recommend that someone from your office contact Mr. Enbysk, work out the details of his request, and proceed with its construction. Curb work on the "K" line to be at State expense. Cost basis for the P.C. sidewalk on the "GF" line will have to be determined and an account of same kept.

A report of your meeting with Mr. Enbysk should be submitted with results and action taken. This matter should be handled promptly.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Enc.
cc F. B. Klaboe
D. J. Barbee

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1969
FORM 2-20 (12-67)

Maint
Loc
Rty

Pendleton

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 3, 1969

SUBJECT: City of Pendleton
Participation in
P.C. Sidewalk Construction

To:

(2804)

Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

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A third item of work on the Pendleton Section will be the construction of concrete curbs and gutter with a 36-foot paved section for the "K" line. This change in design has been approved by Mr. Klaboe.

I recommend that someone from your office contact Mr. Enbysk, work out the details of his request, and proceed with its construction. Curb work on the "K" line to be at State expense. Cost basis for the P.C. sidewalk on the "GF" line will have to be determined and an account of same kept.

A report of your meeting with Mr. Enbysk should be submitted with results and action taken. This matter should be handled promptly.

F D Morgan
F. D. Morgan
Construction Engineer

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FDM:fw
Enc.
cc F. B. Klaboe
D. J. Barbee

F.B. KLAB

RECEIVED
MAR 20 1969
FOR FILING

Maint
Traf
Rtg

Pendleton

March 19, 1969

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

2777

Dear Mr. Enbysk:

In reference to your letter of March 12, the State, pursuant to long-standing practice and policy, does not construct new sidewalks on current projects, only in-kind replacement.

All streets reconstructed by the State as a part of the project are considerably upgraded in comparison to those streets presently in use; therefore, based on the foregoing, I will try to explain our proposed reconstruction of these streets.

The "E" line (US395) will be constructed through the interchange complex using type "C" curbs with P.C. concrete walks; however, from the interchange (Station 190) southerly to the end of the project (Station 173), we propose to construct A.C. pathway.

The "IG" line will be constructed to a 36-foot, curbed section with P.C. sidewalks only if the City Council approves and assumes, by official action, the expense or difference in cost of the P.C. as related to the gravel pathway.

The "GF" line will be constructed to a 36-foot, curbed section with no pathway considered, and the "K" line will be constructed without any curbs or sidewalks to a 24-foot traveled way and 8-foot shoulders on each side.

If the City should decide pathways or sidewalks would be desirable where not planned or would prefer P.C. rather than A.C., this would be at City expense.

Mr. Rudy R. Enbysk
Page two
March 19, 1969

I trust the foregoing will clarify this matter and will be satisfactory to all concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe K2777
D. J. Barbee
F. D. Morgan
H. S. Cox
A. F. Parson

DNH:mm srb

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

Admin

March 12, 1969

.0067

Klaboe

NOTED
R L PORTER

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Thank you for your reply of March 6, 1969, to my letters of January 31 and February 20.

You suggest that there was no reference to curbs or sidewalks in the Pendleton-State Highway Agreement entered into January 18, 1966. Our review further indicates that the agreement made no reference to any standards for construction either by the State or the City. The only conclusion that may logically be drawn is that the State Highway Department and the City of Pendleton would require construction to meet their respective minimum standards before accepting jurisdiction, maintenance and control.

Our requirements for sidewalks, curbs, gutters and minimum street construction standards are not a matter of policy, but rather city ordinance, a copy of which has been previously forwarded.

While we expect all construction to meet these standards, we are agreeable to paying the difference in cost of Portland concrete sidewalks over A.C. as it relates to those projects covered in the previous referenced correspondence. An A.C. sidewalk can be constructed on the north side from the "E" line to the intersection of S.W. 23rd Street on the "K" line. Portland concrete sidewalks are required on the "GF" line and "IG" line.

A further on-site inspection by our engineering department indicates that it would probably be less costly and more desirable to construct a sidewalk on the south side of your "GF" line rather than the north, as suggested previously.

This letter can serve as the City of Pendleton's agreement to pay the cost difference between A.C. and Portland concrete sidewalks as outlined above. If you require other forms or methods of concurrence, please advise.

Sincerely yours,

Rudy R. Enbysk
City Manager

cc: F. B. Klaboe H. S. Cox A. F. Parson
R. L. Porter D. J. Barbee City Engineer Kraus

RECEIVED
MAR 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

THE WORLD'S ROUND-UP CITY

RECEIVED
MAR 10 1969
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

Maint
Traffic
Routing
Pendleton

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1969

RECEIVED
MAR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Rudy R. Enbysk
City Manager
City Hall
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Your letters of January 31 and February 20, 1969, have been referred to this office for answer.

It has been the policy of the Highway Department for many years not to construct Portland concrete sidewalks. The only deviation from this policy has been replacement of concrete sidewalks that have been necessarily destroyed due to new construction, or construction of new sidewalks where the cities paid for such construction. Instances have also occurred where original A.C. sidewalks were destroyed and were replaced with concrete walks, but in these instances the city paid the cost differential between the two different types of walks.

It has also been highway policy to reject property assessment for sidewalk purposes because such improvement does not prove of benefit to our road system.

Deadline of plans submission for Tenth Street-South Pendleton Interchange Section is March 21, 1969. At this mentioned time, our plans must be formalized and complete in every respect. Inclusion of Portland cement sidewalks as outlined in item 3 and estimated in item 6 of our February 18, 1969 letter will be included only if assurance is received from the City that this walk will be constructed at City expense on a cost differential basis.

In reviewing the Pendleton Throughway Agreement entered into between the City of Pendleton and Oregon State Highway Commission January 18, 1966, we find no mention being made as to curbs or sidewalks. The only conclusion that may logically be drawn from this is that due to the particular location of these various streets and connection facilities, these added refinements were not deemed necessary at the time of negotiation for the throughway agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

NOTED
R. L. PORTER

HSC:mm
cc: R. L. Porter A. F. Parson
F. B. Klaboe D. J. Barbee

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

February 20, 1969

RECEIVED
MAR 6 - 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. D. J. Barbee, Design Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Barbee:

Thank you for your letter of February 18, 1969. We agree to the proposal as outined in your letter, and appreciate your response to our request.

As estimated in Item No. 6 of your letter, we will include $3,500 in our 1969-70 fiscal year budget, subject to Budget Committee approval.

Sincerely yours,

Rudy R. Enbysk
City Manager

RRE:dpm

cc: Frank E. Terpin
Howard Kraus

REFERRED TO
Hall
Design Engr.

Routing
1 Barbee
2 Hall 4
A. Olson
Sample
Terpin
Johnson

RECEIVED
FEB 24 1969
DESIGN
DIVISION

Trout 7
Wills
Hackleman
Scott
R. Olson
Commerce

THE WORLD'S ROUND-UP CITY

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

January 31, 1969

FEB 1 - 1969

REC'D DIV. OFFICE
LA GRANDE

Mr. A. F. Parson
Division Engineer
State Highway Department
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Parson:

Several weeks ago we forwarded to your office a copy of the City of Pendleton's standards for construction of streets, curbs, gutters and sidewalks within the city. These standards include all construction to be dedicated and/or maintained by the City of Pendleton.

To meet these minimum standards the following will be necessary on your "K" line construction:

1. 36 ft. street with type "A" curbs and gutters.
2. A 4 ft. sidewalk behind the curb on the north side from the "E" line to the intersection of SW 23rd on the "K" line. (There are no benefitted properties to assess this improvement to.)
3. A 4 ft. sidewalk behind the north side of your G.F. line will also be necessary to meet these minimum standards. (There are no benefitted properties to assess this improvement to.)

We are also requesting the Highway Department not to dispose of any right of way they presently own on the west side of Highway 395 from the Emigrant Street interchange to Hailey Street (County Road 337) until the new construction is operational and the city and state have had an opportunity to evaluate traffic movements in this area. We may find it desirable to realign the access to Hailey Street (County Road 337) directly through the "KA" line construction, providing a fully controllable intersection. A drawing is enclosed to illustrate this concept.

Your attention and reply to these items will be appreciated.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

c:
oward Kraus
City Engineer

THE WORLD'S ROUND-UP CITY

RECEIVED
MAY 2 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

F-11-170(20)

7274

April 30, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Addition of Sidewalk
UPRR & Frazer Street Over-Crossing Structure
10th St.-S. Pendleton Interchange Section
Oregon-Washington Highway
Umatilla County
Project No. F-170 (19)
YOUR FILE: D 323-1-81

Gentlemen:

Herewith you will find four (4) prints of our Bridge Drawing Nos. 24378 and 24379 on which is shown a 4-foot pedestrian sidewalk and handrail which we propose to add to the easterly side of the structure. We have also shown on this drawing the relocated retaining wall, Railroad Signal Control Building, storm sewer, signal towers and other utilities.

Please advise if the addition of the sidewalk is acceptable to the Railroad. We would appreciately an early reply from you in this regard so that we may make an appropriate application to the Public Utility Commissioner.

Your cooperation will be sincerely appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
D.J. Barbee
L. H. Young
A. F. Parson
W. Ferguson
H. M. Fillmore

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1969

FOR FI[illegible]

F-U-170(20)

7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1969

SUBJECT: UPRR & Frazer St. U'Xing
S. Pendleton Intchg.-10th St. Sec.
Oregon-Washington Highway
Umatilla County
Bridge No. 9535

To: Jack Sollis
Staff Attorney
Legal & Right of Way

BUILDING

Attached are 12 prints each of revised Drawings No. 24378 and 24379 which are the drawings used as exhibits in our application for the PUC order.

The revision to the drawings is a 4' sidewalk which has been added to the southerly or right-hand side of the structure. This sidewalk does not reduce any of the railroad clearances which were shown on the original exhibits.

T. W. Litchfield is negotiating with the Union Pacific Railroad to determine their attitude toward the change and, if favorable, we are to apply for an amendment to the existing PUC order. We are attaching a copy of the letter written by F. B. Klaboe to T. W. Litchfield regarding this matter. You will note that in the last paragraph he states that if the railroad has valid objections, the matter will be dropped.

We are sending the above mentioned prints to you so that, if and when it is necessary, you may be able to apply for the amendment to the present PUC order #43952, PUX 625, SXF 381.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

NOTED
TOM EDWARDS

TCR:jf

cc: Tom Edwards ✓

RECEIVED
APR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1969
FOR FILING

E-U-170 (20)

7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1969

SUBJECT: UPRR & Frazer St. U'Xing
S. Pendleton Intchg.-10th St. Sec.
Oregon-Washington Highway
Umatilla County
Bridge No. 9535

To: T. W. Litchfield
Utilities Engineer
Construction Engineering Div.

BUILDING

Attached are 4 prints each of Drawings Nos. 24378 and 24379 which are the drawings that were used as exhibits in our PUC application and which have been revised to show the proposed 4' sidewalk on the southerly or right-hand side of the bridge.

We are sending these prints to you to use in your negotiations with the Union Pacific Railroad. This is according to instructions which were outlined in F. B. Klaboe's letter of April 18, 1969.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 2 - 1969
FOR FILING

4-25-69

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: F-U-170(20)

SECTION: 10th St. South
Pendleton Interchange

WORK: Grading, paving and structures

COUNTY: Umatilla

TO:
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

F-U-170(20)
7294

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZED
4-23-69	4-23-69

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.
☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with contractor's flagging in amount of $10,000.00 and railroad protective services in amount of $13,000.00 as shown in your estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's April 21, 1968 request and certifying statements are accepted.

P. S. & E. documents for the subject project have been reviewed and are hereby approved, subject to the condition that the construction of the PCC sidewalk adjacent to the I.G. line shall be nonparticipating.
It is understood that certification with regard to parks, recreation and historical resources will either be furnished prior to bid opening or the project will be withdrawn from the letting.

A signed copy of the Title Sheet is returned herewith.

orig to Young w/enc.
4-29-69

RECEIVED
APR 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 25, 1969	For R. E. Simpson	Division Engineer

RECEIVED
APR 29 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-U-170(20)
7274

April 24, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Adjustment of Instrument House
10th St.-S. Pendleton Intchg. Sec.
Oregon-Washington Highway
Umatilla County
Project No. F-170 (19)
YOUR FILE: D 323-1-81

Gentlemen:

It has been determined recently that the construction of the footing for Bent 1 of the railroad overcrossing structure on the above captioned project conflicts with the railroad instrument house on the south side of your tracks.

In telephone conversations among our representatives on April 18, 1969, it was decided to explore the possibility of moving the instrument house in lieu of re-designing the footing of Bent 1. Subsequent field investigations revealed that it was possible to move the instrument house at least eight feet westerly to be out of conflict with the proposed footing. It will also be necessary to take appropriate precautions during construction to avoid damage to the instrument house. Appropriate changes have been made in our construction plans and specifications, four copies of which are enclosed herewith.

You were authorized by our letter of January 4, 1968, to proceed with the adjustment of your facilities as contained in the agreement submitted with your letter of October 9, 1967, and executed by the Highway Commission at their meeting of December 12, 1967. You are hereby authorized to proceed with the additional work required to move the instrument house at least eight feet westerly from its present location as discussed by our field representatives. It is understood that the estimated cost of this work will be $600. The Railroad will be reimbursed for the actual cost incurred in accordance with PPM 30-3 and all supplements thereto. The effective date of this additional authorization is April 18, 1969, and includes all preliminary and other work necessary to accomplish this adjustment.

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Bids for this project will be opened on May 15, 1969. The Resident Engineer will be Mr. William Ferguson, P. O. Box 459, Pendleton, 97801, Phone: 276-7011.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss IO MERCHANT
cc: R. E. Simpson
~~F. B. Klaboe~~
L. H. Young
C. H. Maison
A. F. Parson
Wm. Ferguson
H. M. Fillmore
Enclosure

Note to A. F. Parson: Please have a State Force Order prepared and submitted for this work. Charge this work to Prefix 30-1001.

7274

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 24, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: FU 170(20) and UF 170(20)
10th St.-S. Pendleton Interchange Section
Oregon-Washington Highway
PS&E Review

The following items have been discussed with various personnel in your office:

1. Culverts - During the plan-in-hand inspection it was recommended that the water from the drainage areas right of Stations 24+75 and 31+50 be drained into the storm sewer system. Your Hydraulic Department subsequently investigated this and determined that this would overload the system and recommended against it.

2. The ground slope under the upper end of the structure is actually much steeper than what may be assumed by looking at the profile grade. Your plans indicate a rock blanket is to be placed on this slope. Due to the steepness of the slope it may not be feasible to place the rock blanket by normal methods. Your Specification Department has indicated they plan to insert a paragraph into the specifications warning the contractor that he may have to machine or hand place the rock. This may be sufficient but it appears it would be better to plainly state the rock will have to be placed on a slope steeper than the natural angle of repose because of space limitations.

The advisability of placing rock blanket in the urban area was discussed with personnel in both your Salem and LaGrande offices. In my final discussion with Mr. Coulter he stated that if there was extensive disturbance of the natural surface near the bridge it may look better to pave the slopes; otherwise, he thought the rock blanket would look better. He suggested that we leave the rock blanket on the plans and substitute slope paving if it later appeared to be more desirable. Since aesthetics is the primary consideration we concurred with this approach.

3. Existing manhole - An existing manhole is located in 8th Street within the cul-de-sac to be constructed on the street. It is not shown on Sheet

4-28-69

(more)

orig to Edwards
copies to Barbee, Young, Morgan

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4A where the cul-de-sac is shown but it is shown on Sheet 4. Although it would be better to show it on both sheets it was decided the need was not sufficient to warrant reprinting Sheet 4A.

4. Railroad clearance - The plans indicate the minimum horizontal construction clearance from the center of the railroad track is 8'6". It states on Page 7 of the Special Provisions this minimum clearance is 12' 0". Although it subsequently states any infringement on the 12' clearance has to be approved by the Railroad, the intent could still be misinterpreted by the contractor. We are not asking that this be changed on this project because of lack of time but it is recommended this be clarified in future projects.

5. The bid schedule shows an Item "14" electrical conduit". This should be "1 1/4" electrical conduit".

6. PC Sidewalk - The sidewalk adjacent to the IG line is not eligible for Federal-aid participation.

7. This office has been requested to participate in the cost of widening the Frazer Street Structure to provide for a sidewalk. We have no objections to the widening provided a sidewalk is warranted; however, it would have to be included in the original contract to be eligible for Federal-aid participation.

4-28-69

REFERRED TO
Barbee - Young - Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
APR 18 1969
FOR FI

F-U-170(20)
7374

Salem, Oregon 97310
April 18, 1969

Pendleton Spur

Mr. T. W. Litchfield
Utilities Liaison Engineer
BUILDING

We are going ahead with this contract on the basis that bids will be taken without a sidewalk. This does not mean, however, that consideration of a sidewalk has been dropped. It is Mr. Cooper's opinion that a sidewalk here would be advantageous but not absolutely necessary.

Under the circumstances, please contact the Union Pacific Railroad and ascertain whether or not they have any objections to a sidewalk across their facilities on our structure. If Union Pacific is agreeable, we will immediately take whatever steps are necessary to get approval of the Public Utilities Commissioner. Following this approval, steps will be taken to negotiate a price agreement with the successful bidder for the addition of the sidewalk. I have been advised that this is a comparatively simple change and, if the other steps proceed without any hitch, should be easy to accomplish.

If, however, Union Pacific objects to the addition of this sidewalk and these objections appear to be valid ones, we should drop the entire matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
Ivan Merchant
D. J. Barbee

RECEIVED
APR 22 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

F-U-170(20)
7274

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 18, 1969

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

Re: Construction Plans
10th St.-S. Pendleton Interchange Section
Oregon-Washington Highway
Umatilla County

ATTENTION: Rudy R. Enbysk

Gentlemen:

Enclosed you will find two (2) sets of construction plans for this project. Sheet Nos. 2A, 2B, 2C, 2D, 4A and 4AS detail the proposed 42-inch storm sewer in 9th Street.

We request your approval of these plans subject to the following conditions:

1. It is understood the completed 9th Street storm sewer will not diminish the number of existing or future gravity flow sanitary sewers now available to your existing sanitary sewer in 9th Street.
2. At the time of construction of the next project (South Pendleton Interchange-Riverside Drive Section of this highway) the State will construct at State expense, a storm sewer system adequate to carry drainage from our proposed construction and 11 cfs of city drainage to the Umatilla River. Since this area to be drained is lower than high water of the river, this system will require a pumping plant, the design capacity of which is 26 cfs.
3. City agrees to perform all maintenance of the pumping plant at City cost.
4. A formal agreement setting forth all conditions agreed to by the State and City in their recent meetingson this subject will be prepared (in rough draft form) and submitted to the City in the near future for their review and comments.

Very truly yours,

F. D. Morgan
Construction Engineer
By:
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss
Enclosure

cc: F. B. Klaboe

710-2

ORM PR-48
EV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 4/16/69

BY (Signature) Mr. Young's April 4, 1969 letter

TITLE

CLASS OF FEDERAL FUNDS

☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

GE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 480 THRU ______

EM O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
480	F-U-170(20)	0.45	$1,285,000.00	$809,000.00	Oregon-Washington Hwy. (10th St. S. to South Pendleton Interchange Section)	Grade, High type Pavement & structure

ARKS (Division)

This project jointly financed with$450,000 of Fed[illegible]l Aid Urban funds programmed concurrently as Urban Item #157.

RECEIVED
APR 21 1969
FOR FILING

F-U-170(20)

7274

11.16.69

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	4/16/69	For R. E. Simpson, Division Engineer

Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the art of the Federal Government to provide Federal funds for the undertaking.

PR-48
10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4/16/69
BY (Signature): Mr. Young's April 4, 1969 letter
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

4-16-69

E 1* NOS. ____ THRU ____	STAGE 2 ITEM NOS. 157 THRU ____			
PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
157 U-F-170(20)	0.26	$715,000.00	$450,000.00	**Location** Oregon-Washington Hwy 10th St. S. - S. Pendleton Interchange Sec. **Work** Grade, pave & structure

ARKS (Division)

This project jointly financed with $809,000 of Federal Aid Primary funds programed concurrently as Primary Item # 480.

F-11-170(20)

7274

Young
4-21-69

RECEIVED
APR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1969

RECOMMENDED
SIGNATURE AND TITLE

APPROVED
DATE: April 16, 1969
SIGNATURE AND TITLE: For R. E. Simpson, Division Engineer

ram approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the of the Federal Government to provide Federal funds for the undertaking.

DE [illegible]
APR 10 1969
FORM [illegible] (12-67)

F-U-170(20)
7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1969

NOTED
R. L. PORTER

SUBJECT:

To:

Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

PUX 625, SXF 381
Order of Petition for Rehearing
OSHC - Applicant
Frazier Street Overcrossing
Oregon-Washington Railroad and
Navigation Company
Union Pacific Railroad Company
Umatilla County

Herewith I hand you a copy of Amended Order No. 45608, issued by the Public Utility Commissioner under date of April 8, 1969, relative to the above subject matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Attachments

cc: F. B. Klaboe
F. D. Morgan (2)
A. F. Parson (2)
E. S. Hunter (2)
R. N. Chase (3)
F. B. Crandall
R. C. Pool
T. W. Litchfield
Harold Reynoldson
G. W. Ross

RECEIVED
APR 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Order #45608

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 381

In the Matter of the Application of the STATE OF OREGON to construct a highway crossing above grade across the tracks of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee	AMENDING ORDER

On August 3, 1967, the Public Utility Commissioner of Oregon issued Order No. 43952 granting the above entitled application.

On January 10, 1969, applicant filed a motion to substitute drawings and to amend the above order as follows:

(1) That Drawings Nos. 24378 and 24379 be substituted for Drawing No. 22537, which was a part of the application for Order No. 43952. That Drawing No. 21230, revised November 1, 1968, be substituted for Drawing No. 21230, revised May 5, 1967, which was a part of the application for Order No. 43952. That the structure authorized by Order No. 43952 was a steel girder type and the proposed structure will have five reinforced concrete box girder spans.

(2) Amend Order No. 43952 by adding the following: That during construction, the side clearance will be 8 feet 6 inches horizontally each side of track and normal to centerline of each track.

Copies of the motion were duly served upon the Superintendent and attorneys of the Union Pacific Railroad Company and the County Commissioners of Umatilla County. No objections have been made to the issuance of an order in accordance with the motion.

The motion sets forth sufficient cause to reopen the proceeding and to substitute three drawings and to amend certain descriptive language in Order No. 43952 in conformity with the description in the revised drawings to be so substituted, a substantive change.

The changes noted in Drawing No. 24378 and No. 24379 in substitution for Drawing No. 22537 and No. 21230, revised November 1, 1968, in substitution for Drawing No. 21230, revised May 5, 1967, do not constitute questions of safety or other factors which compel reconsideration of the determination reached in Order No. 43952. The motion should be allowed. It is therefore

ORDERED that the within motion of the State of Oregon filed by the State Highway Commission be and the same hereby is allowed.

ORDERED that proceeding SXF-381 be and the same hereby is reopened and revised Drawing No. 24378 and No. 24379 are accepted for filing in lieu of Drawing No. 22537 and that Drawing No. 21230, revised November 1, 1968, is accepted for filing in lieu of Drawing No. 21230, revised May 5, 1967, all of which are presently of record. It is further

ORDERED that Order No. 43952 entered in the above entitled matter August 3, 1967, be and the same hereby is amended to authorize the following changes in the text thereof:

> Paragraph 6 of Page 2 be replaced by the following:
>
> During construction, the side clearance will be 8 feet 6 inches horizontally each side of track and normal to centerline of each track. After construction, the side clearance will exceed the minimum standards required by the Commissioner's Rules, Division IV, Subdivision 4, relating to safe clearances. The vertical distances during and after construction will exceed said minimum standards. And it is further

ORDERED that Order No. 43952 in all other respects remain as originally entered.

Order #45608

Made, entered and effective APRIL 7 1969.

Sam R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
APR 16 1969

1859

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

F-U-170(20)
7274

April 9, 1969

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Costanzo

RECEIVED
APR 10 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have recently reviewed the preliminary plans for a number of projects which were covered by transmittal letters from you, dated March 24 and March 28, 1969.

An inspection of these plans indicate that there will be no conflict with wildlife resources as a result of construction of projects in the following listing, which are all approved.

1. Blue Mountain Pass-Jackson Creek Section, I.O.N. Highway, Malheur County
2. Creswell Interchange and Hawley Road Sections, Pacific Highway, Lane County
3. Rufus-Quinton Section, Columbia River Highway, Sherman and Gilliam Counties
4. Hilgard-Oro Dell Section, Old Oregon Trail Highway, Union County
5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
JOSEPH W. SMITH, Vice Chairman
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P. W. SCHNEIDER
State Game Director

RECEIVED
APR 16 1969

E-U-170(20)
7274

April 9, 1969

Routing
Barbee
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State Highway Department
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5. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
6. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
7. Fern Hill-Burnside Section, Columbia River Highway, Clatsop County
8. Pistol River (Frontage Road) Bridge Section, Oregon Coast Highway, Curry County

9. Del Rey Beach Section Access Road, Clatsop County

10. Bethel Creek Bridge, Oregon Coast Highway, Coos County

11. Butte Creek Bridge, Oregon Coast Highway, Coos County

On the bridge projects, we assume that water quality will be protected by silt and pollution precautions as has been practiced heretofore. Temporary crossings should not give any trouble if installed during low-water periods.

We appreciate the opportunity to comments on these projects.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

cc's sent 4-10-69

F.B. Klaboe ✓
F.D. Morgan
L.H. Young
F.E. Terpin
T.C. Roake
G.C. Wills
L.W. Rulien
R.D. Asburry
C.T. Keasey
Putnam, J.F.
A.F. Parson

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 11 Jct. I-80N N. 0.71 mi. (Pendleton) 21 65	**ADT**	PRESENT 2,200	FUTURE 4,200 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Um
	NAME OF URBAN AREA Pendleton 17-31	ROUTE NO. P FEDERAL- 19

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 11 Jct. I-80N North 0.71 mi. (Pendleton)			
5					**ROW**					
5					**CONST** (CODE)		(10th Street-S. Pendleton Interchange Section)	(0.26) 0.45	(715,000 Urban) 1,285,000	809,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.45	1,285,000	809,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7274

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 2, 200	FUTURE 4, 200 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 480 (14) (18)

SUPV AGCY (68) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F-U 14 23	NUMBER 170 7	SEQ. NO. (20) 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Umatilla	CODE 059 (14) (16)			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL - AID 19 (32)	STATE 8 (36)	U.S. (37) (41)	

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Gr. Dr. 2-12' lanes, 2-12' climbing lanes (6% grade) H. T. Pave. with 4' to 10' shldrs., 2' to 16' median, curb section. 1 o'xing (RR-Hwy.) Str. 644', HC 58'.
(0. 26) 0. 45	(715, 000 Urban) 1, 285, 000	809, 000	476, 000		ROW - 200 normal; Access control - full; Parking restrictions - complete.
0. 45	1, 285, 000	809, 000	476, 000		
	(16) (23)	(24) (33)			

REMARKS Additional Data: Item 473, Project F-170(19).

This project is jointly financed utilizing primary and urban funds, see Urban Item 157.

10TH STREET-S. PENDLETON INTERCHANGE SECTION
PROJECT F-U-170(20)

Existing Facility

Located line only.

Adjacent Sections

South End: Junction with I-80N
North End: Located line (connects to city streets, 9th and 10th)

Project Data

Grade and drain, 2 - 12' travel lanes and 2 - 12' climbing lanes (6% grade) high-type pavement with 4' to 10' shoulders, curbs and 2' - 16' median. One highway-RR Overcrossing structure, length 644', H.C. 58'.

RR Crossing Data

Name	Union Pacific RR
No. of Tracks	1 main and 1 siding
No. of Trains	6 passenger, 11 freight, and 19 switching
No. of High Speed Trains	none
Existing Protection	no existing crossing
Proposed Protection	overcrossing structure
Railroad Benefit	none

Note: Railroad work and protective services are programmed under F-170(19).

System action, airport, water development: none involved.

Public Hearing - hearing held. Design approval granted by BPR letter Mar. 25, 1969.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state, but the State Highway Commission, as respects state highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL-AID** (PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 11 Jct. I-80N N. 0.71 mi. (Pendleton) 21 65	**ADT**	PRESENT 2, 200	FUTURE 4, 200 (66)	YE 8 (70)(71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	PH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Urban	COUNTY NAME U	
	NAME OF URBAN AREA Pendleton 17-31	ROUTE NO. P	FEDERAL- 19

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 11 Jct. I-80N North 0.71 mi. (Pendleton)			
5					**ROW**		(10th Street-S. Pendleton Interchange Section)			
5					**CONST** (CODE)			(0.45) 0.26	(1,285,000 Primary) 715,000	 450,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.26	715,000	450,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 2,200 (66)	FUTURE 4,200 (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 032 (4) (8)	ITEM NO. 157 (14) (18)

					PROJECT NUMBER			I. Projects Only	
AGCY (60)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) U-F 14 23	NUMBER 170 7	SEQ. NO. (20) 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Umatilla	CODE 059 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 19 (32)	STATE 8 (36)
	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

LES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(53)	(59) (66)	(67) (76)			Gr. Dr. 2-12' lanes, 2-12' climbing lanes (6% grade) H. T. Pave. with 4' to 10' shldrs., 2' to 16' median, curb section. 1 o'xing (RR-Hwy.) Str. 644' HC 58'.
0.45) .26	(1,285,000 Primary) 715,000	450,000	265,000		ROW - 200' normal; Access control - full; Parking restrictions - complete.
.26	715,000	450,000	265,000		
	(16) (23)	(24) (30)			

REMARKS Additional Data: Item 473, Project F-170(19)

This project is jointly financed utilizing primary and urban funds, see Urban Item 157.

USCOMM DUSCOMM-DC 45608-P61

10TH STREET-S. PENDLETON INTERCHANGE SECTION
PROJECT F-U-170(20)

Existing Facility

Located line only.

Adjacent Sections

South End: Junction with I-80N

North End: Located line (connects to city streets, 9th and 10th)

Project Data

Grade and drain, 2 - 12' travel lanes and 2 - 12' climbing lanes (6% grade) high-type pavement with 4' to 10' shoulders, curbs and 2' - 16' median. One highway-RR Overcrossing structure, length 644', H. C. 58'.

RR Crossing Data

Name	Union Pacific RR
No. of Tracks	1 main and 1 siding
No. of Trains	6 passenger, 11 freight, and 19 switching
No. of High Speed Trains	none
Existing Protection	no existing crossing
Proposed Protection	overcrossing structure
Railroad Benefit	none

Note: Railroad work and protective services are programmed under F-170(19).

System action, airport, water development: none involved.

Public Hearing - hearing held. Design approval granted by BPR letter Mar. 25, 1969.

In Conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state, but the State Highway Commission, as respects state highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

RECEIVED
APR 1 1969
FOR [illegible]

F-U-170(20)

7274

Klabo

Memorandum

U.S. [illegible] SPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 25, 1969

In reply refer to: 08-35-EC/400.1

Copy 'No Hearing' file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170( )
10th Street - South Pendleton Interchange Section
Oregon - Washington Highway
Umatilla County

We have reviewed the information contained in your March 20 letter and we concur that an additional hearing is not required for this project.

We have reviewed the design of this project as presently developed and design approval as required in PPM 20-8 is hereby granted.

REFERRED TO
Young
BY ASS. STATE HWY. ENGR.
3-27-69

NOTED
F. B. KLABO

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 21 1969
FOR FILING

March 20, 1969

Mr. E. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

10th St.-S. Pendleton Int. Section
Oregon-Washington Highway
Umatilla County
Project No. F-170( )

Dear Sir:

We hereby request your concurrence that additional hearings are not required, and we further request your design approval of the subject project, which is scheduled for our May 15, 1969 contract bid opening. The requests are based on the following information:

1. This section was covered by the I-80N Pendleton Bypass public hearing of March 31, 1964.

2. Utility adjustment work set forth in the City of Pendleton contract, Project No. F-170(19), has been completed.

3. Railroad agreement was approved in your November 27, 1967 memorandum. Addition of railroad adjustments as a minor program change was approved in your January 2, 1968 memorandum with authorization to proceed with railroad protective and construction work effective the date of your memorandum.

4. Right-of-way acquisition is 100% complete, with the last parcel acquired September 28, 1967 and railroad easement was acquired October 3, 1968.

5. Oregon State Highway Commission approved the city agreement January 25, 1966 and the county agreement March 8, 1966.

6. Road plans were submitted June 14, 1967 for your review.

7. Bridge plans, for structure over railroad and Fraser Street, were submitted December 5, 1968 for your review.

In view of the facts set forth above, and that such actions took place before the January 18, 1969 effective date of PPM 20-8, we are of the opinion that additional hearings are not required and that sufficient design data has been furnished your office to allow you to give your design approval and concurrence that a hearing is not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. M. Chase

JG:la

RECEIVED
APR 1 1969
Reg. Wash DC
FOR FILING

3-25-69

INSPECTION REPORT

REGION NO. 8	REPORT ON Plan-in-Hand Inspection	DIVISION Oregon
DATE OF INSPECTION 3-5-69	INSPECTION MADE BY R. A. Nichols, Area Engineer	PROJECT NO. See Below
IN COMPANY WITH See Below		

REMARKS

F-U-170(20)
7274

OREGON PROJECT F 170( )
10th St.-S. PENDLETON INTERCHANGE
UMATILLA COUNTY, OREGON

NOTED
F. B. KLABOE

RETURNED TO
By Asst. State Hwy. Engr.
3-28-69

Inspection Party:

Mr. John H. Walker, Asst Constr Engr, OSHD
Mr. Lyle Watson, Designer, OSHD
Mr. H. S. Coulter, Asst Div Engr, OSHD
Mr. William Ferguson, Res Engr, OSHD
Mr. C. D. Hiatt, Res Engr, OSHD
Mr. Harry Woodward, Res Br Engr, OSHD
Mr. R. A. Nichols, Area Engr, BPR

Some of the items discussed were:

1. Positive median rail from beginning of project to Sta 55±.

Pro - The average gradient is in excess of 6%. This gradient coupled with the possibility of slippery conditions in the winter could result in out-of-control vehicles. Cross traffic at the IG line could also add to the hazard. A positive type rail would greatly reduce the possibility of head-on collisions. The writer recommends a GM type rail.

Con - There is insufficient room for a rail in the 2' median. Conversely, the median should be widened to provide room for the rail and a shy distance. In order to do this the road would have to be redesigned to provide for a wider roadbed section. In addition to additional design costs this would result in additional grading and structure costs.

Plan Sheet 2

1. The typical section for SE. Frazer Avenue shows a stronger section than the main road. There was no apparent reason why the depth of the base should not be reduced to the 8 1/2" used in the main line. Perhaps a thinner cement treated base could be used to reduce the possibility of damaging underground utilities during construction.

2. The typical section for IG line includes a PCC sidewalk. Mr. Walker and Mr. Coulter stated the City has agreed to pay for a sidewalk. The existing street does not have a sidewalk so this would not be eligible for Federal participation.

(more)

Plan Sheet 3

1. The guardrail shown adjacent to "C" line was not constructed under the existing contract because the fill slopes were flattened, eliminating the need for the rail.

2. Fill slope in vicinity of Sta 25 should be flattened.

Plan Sheet 4

1. Moving the bottom of the stairway to Sta 35+50 downhill so it would be closer to the intersection. The pedestrian and vehicle crossing would then be closer.

2. The width of the stairway should be 6', not 4' shown in the plans.

3. Flattening the fill slope right of the IG line from Stas 9 to 12+50 so the guardrail on this side could be eliminated. This would (a) eliminate an obstacle, the guardrail (b) eliminate the problem of getting access to the sidewalk (c) improve the aesthetics.

It was also concluded that it would be beneficial to place a random fill in the draw uphill from the IG line in this area. A construction easement would be needed in order to make the fill deep enough to get the maximum benefit; however, it was generally felt that it would not be difficult to get because the random fill would also benefit the property.

4. The plans show a 3c" culvert at Sta IG 10+50±. At the present time there is a 24" culvert under the fill. The outlet end of this culvert does not surface immediately but continues underground past a row of houses to an open ditch about 300' down the draw from the IG line. The general consensus was that it would be better to place a new 24" culvert under the fill and connect this culvert to the existing system somewhere down the draw from the fill. It was also thought it would be prudent to eliminate the culverts at 24+70 and 31+40. These two culverts drain fairly small areas. If the water from these drainage areas were directed into the storm sewer which will drain the main road then the State could contradict any claims that the construction increased the drainage into the bottom of the draw or caused any concentration of water.

5. The guardrail shown is Type 2. Present safety standards indicate Type 2A guardrail would be safer.

6. Due to the steep hillside it would be preferable to extend the guardrail left of the IG line from Sta IG 21 to 23±.

(more)

7. Guardrail should be placed on the approaches of the bridges, particularly on the right side.

8. The plan indicates the material for the fill from Sta 53+40± to 58 is to come from the vicinity of Sta 42. This material would have to be hauled across the railroad tracks. It was the general consensus that it would be better to use this material to flatten slopes between Stas 25 and 37, then construct the embankment below the structure with borrow. This would not only make a safer facility due to flatter slopes but also may be more economical since it would eliminate a railroad crossing.

Sheet 4A

1. The guardrail shown on the right of way line on 8th Street could be eliminated and a cul-de-sac constructed at the end of the street.

2. There is no indication that work is to be done on 10th Street between Frazer and Emigrant Avenues. The street is now showing considerable distress and it is almost certain it will not hold up under increased traffic which will result from construction of this project. It is recommended this street be reconstructed under this project.

C 10th St. - S. Pendleton
Int. Section - 8

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

March 12, 1969

Routing
1 Barbee B
2 Hall H
A. Olson
Sample
3 Terpin [illegible]
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R. Olson
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RECEIVED
MAR 13 1969
DESIGN
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Thank you for your reply of March 6, 1969, to my letters of January 31 and February 20.

You suggest that there was no reference to curbs or sidewalks in the Pendleton-State Highway Agreement entered into January 18, 1966. Our review further indicates that the agreement made no reference to any standards for construction either by the State or the City. The only conclusion that may logically be drawn is that the State Highway Department and the City of Pendleton would require construction to meet their respective minimum standards before accepting jurisdiction, maintenance and control.

Our requirements for sidewalks, curbs, gutters and minimum street construction standards are not a matter of policy, but rather city ordinance, a copy of which has been previously forwarded.

While we expect all construction to meet these standards, we are agreeable to paying the difference in cost of Portland concrete sidewalks over A.C. as it relates to those projects covered in the previous referenced correspondence. An A.C. sidewalk can be constructed on the north side from the "E" line to the intersection of S.W. 23rd Street on the "K" line. Portland concrete sidewalks are required on the "GF" line and "IG" line.

A further on-site inspection by our engineering department indicates that it would probably be less costly and more desirable to construct a sidewalk on the south side of your "GF" line rather than the north, as suggested previously.

This letter can serve as the City of Pendleton's agreement to pay the cost difference between A.C. and Portland concrete sidewalks as outlined above. If you require other forms or methods of concurrence, please advise.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

REFERRED TO
Hall
Design Engr.

B. Klaboe
L. Porter
H. S. Cox
D. J. Barbee
A. F. Parson
City Engineer Kraus

THE WORLD'S ROUND-UP CITY

FORM E-30 25M 9-61 56319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon. 97801

March 7, 1969

SUBJECT: 10th St. - S. Pendleton Intch. Section
Oregon - Washington Highway _8
Umatilla County

To: Mr. John H. Walker,
~~Asst.~~ Field Construction Engineer
Salem

Attn.: Mr. Lyle Watson

Enclosed herewith are field notes on SE 10th street and drainage in the vicinity of SE 3rd & Isaac. Three holes were dug in SE 10th between Frazier and Emigrant and there is only a minimum of surfacing. This should be graded and resurfaced.- Notes are included on the utilities on SE 10th and the Gas line appears to be rather shallow.

Regarding the haul for embankment material that lies east of the structure it is 0.3 miles from the intersection of SE Goodwin and SE 6th via Goodwin to the end of the ~~surfacing~~ project on SE 10th. Surfacing on SE Goodwin does not appear to be very ~~satisfactory~~ substantial and would probably fail under hauling equipment. From the intersection of SE 3rd & Isaac it is 0.4 miles to the intersection of SE 7th & Frazier via 3rd street. Surfacing on SE 3rd and Frazier appears to be in good shape. It is possible that borrow material could be obtained within 1/2 mile of the east end of the project.

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MAR 11 1969
DESIGN DIVISION

W C Ferguson
W. C. Ferguson,
Resident Engineer

cc Hall

WCF:lc
cc.:Mr. A. F. Parson, Division Engineer
File

Data & Copy of this Letter sent to Design Section % Lyle Watson
JHW

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FORM PR-83
(REV. 1-65)

OSHD
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
3-5-69

INSPECTION REPORT

REGION NO. 8	REPORT ON Plan-in-Hand Inspection	DIVISION Oregon
DATE OF INSPECTION 3-5-69	INSPECTION MADE BY R. A. Nichols, Area Engineer	PROJECT NO. See Below
IN COMPANY WITH See Below		

REMARKS

OREGON PROJECT F 170( )
10th St.-S. PENDLETON INTERCHANGE
UMATILLA COUNTY, OREGON

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MAR 28 1969
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DIVISION

REFERRED TO
Barbee
By Asst. State Hwy. Engr.

Inspection Party:

Mr. John H. Walker, Asst Constr Engr, OSHD
Mr. Lyle Watson, Designer, OSHD
Mr. H. S. Coulter, Asst Div Engr, OSHD
Mr. William Ferguson, Res Engr, OSHD
Mr. C. D. Hiatt, Res Engr, OSHD
Mr. Harry Woodward, Res Br Engr, OSHD
Mr. R. A. Nichols, Area Engr, BPR

Some of the items discussed were:

1. Positive median rail from beginning of project to Sta 55±.

No: B

Pro - The average gradient is in excess of 6%. This gradient coupled with the possibility of slippery conditions in the winter could result in out-of-control vehicles. Cross traffic at the IG line could also add to the hazard. A positive type rail would greatly reduce the possibility of head-on collisions. The writer recommends a GM type rail.

Con - There is insufficient room for a rail in the 2' median. Conversely, the median should be widened to provide room for the rail and a shy distance. In order to do this the road would have to be redesigned to provide for a wider roadbed section. In addition to additional design costs this would result in additional grading and structure costs.

Plan Sheet 2

1. The typical section for SE. Frazer Avenue shows a stronger section than the main road. There was no apparent reason why the depth of the base should not be reduced to the 8 1/2" used in the main line. Perhaps a thinner cement treated base could be used to reduce the possibility of damaging underground utilities during construction.

corrected

2. The typical section for IG line includes a PCC sidewalk. Mr. Walker and Mr. Coulter stated the City has agreed to pay for a sidewalk. The existing street does not have a sidewalk so this would not be eligible for Federal participation.

Will take out if City does not put up money

REFERRED TO
Hall
Design Engr.

Please Handle

(more)

EDITION OF 8-60 MAY BE USED.

Approved as indicated by
RA Nichols 4/3/69 J. Hall

USCOMM-DC 18708-P64

Plan Sheet 3

1. The guardrail shown adjacent to "C" line was not constructed under the existing contract because the fill slopes were flattened, eliminating the need for the rail. Plans to be revised

2. Fill slope in vicinity of Sta 25 should be flattened. OK

Plan Sheet 4

1. Moving the bottom of the stairway to Sta 35+50 downhill so it would be closer to the intersection. The pedestrian and vehicle crossing would then be closer. OK

2. The width of the stairway should be 6', not 4' shown in the plans. OK

3. Flattening the fill slope right of the IG line from Stas 9 to 12+50 so the guardrail on this side could be eliminated. This would (a) eliminate an obstacle, the guardrail (b) eliminate the problem of getting access to the sidewalk (c) improve the aesthetics. No time to get R/W

It was also concluded that it would be beneficial to place a randon fill in the draw uphill from the IG line in this area. A construction easement would be needed in order to make the fill deep enough to get the maximum benefit; however, it was generally felt that it would not be difficult to get because the randon fill would also benefit the property. No time to get R/W

4. The plans show a 36" culvert at Sta IG 10+50±. At the present time there is a 24" culvert under the fill. The outlet end of this culvert does not surface immediately but continues underground past a row of houses to an open ditch about 300' down the draw from the IG line. The general consensus was that it would be better to place a new 24" culvert under the fill and connect this culvert to the existing system somewhere down the draw from the fill. It was also thought it would be prudent to eliminate the culverts at 24+70 and 31+40. These two culverts drain fairly small areas. If the water from these drainage areas were directed into the storm sewer which will drain the main road then the State could contradict any claims that the construction increased the drainage into the bottom of the draw or caused any concentration of water. 36" reduced 24" and diverted to Storm Sewer

5. The guardrail shown is Type 2. Present safety standards indicate Type 2A guardrail would be safer. ok for 2A

6. Due to the steep hillside it would be preferable to extend the guardrail left of the IG line from Sta IG 21 to 23±. OK

(more)

7. Guardrail should be placed on the approaches of the bridges, particularly on the right side. oK

8. The plan indicates the material for the fill from Sta 53+40± to 58 is to come from the vicinity of Sta 42. This material would have to be hauled across the railroad tracks. It was the general consensus that it would be better to use this material to flatten slopes between Stas 25 and 37, then construct the embankment below the structure with borrow. This would not only make a safer facility due to flatter slopes but also may be more economical since it would eliminate a railroad crossing. Nk

Sheet 4A

1. The guardrail shown on the right of way line on 8th Street could be eliminated and a cul-de-sac constructed at the end of the street. Ok

2. There is no indication that work is to be done on 10th Street between Fraser and Emigrant Avenues. The street is now showing considerable distress and it is almost certain it will not hold up under increased traffic which will result from construction of this project. It is recommended this street be reconstructed under this project. ok

Reviewed
4/3/69
RAN

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1969

To: MEMO TO THE FILES

SUBJECT: Pendleton Spur
Tenth Street - S. Pendleton
Interchange Section - 8

On February 28 a meeting was held at Salem between City Manager, Rudy R. Enbysk; City Engineer, Howard Kraus; and Assistant City Engineer, John Jensen from the City of Pendleton and W. H. Tebeau, Dick Lenz, Phil Preston, Frank Terpin, Lyle Watson and Frank Hall to discuss design features of the subject project.

The proposed plan for concrete steps to provide access for school children from Sixth Street to Third Street along Isaac Street was presented and accepted by the Pendleton officials.

The alternate designs for storm sewer outfall was presented and came under considerable discussion. The two plans consist of (1) a gravity system discharging below flood stage of the Umatilla River with a 42" outfall pipe installed on Ninth Street and, (2) a combination system of a 30-inch outfall under gravity flow along Ninth Street and a 36-inch outfall along Fifteenth Street supplying a pumping station. The cost of (1) is estimated to be $181,000 and (2) to be $197,000. However, only the portion of either of these systems that is planned to drain the subject project can be constructed at this time. The estimated costs for this portion of plan (1) is $63,000 and plan (2) is $50,000. The remaining portion would be required when the Washington Highway is constructed easterly toward the river. The pumping plant is part of the future work.

Included in the system is a provision for eleven second feet of run-off from city streets, now undeveloped, that will become developed after the highway is extended. The Highway Department has been committed to this by using the existing city sewers to take eleven second feet from the Emmigrant Avenue Interchange now under contract.

Hall stated that the gravity system is preferable both from the standpoint of cost and maintenance. However, the City Engineer favors the pump plan in order to keep the size of the outfall pipe on Ninth Street to a minimum to avoid interference with future underground work.

It was pointed out by Hall that while there is only $17,000 difference between the two plans now, a delay of several years in building the

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second unit of highway could result in a large increase in the cost of a pumping plant. The cost of a pumping plant is now $34,000. The estimated savings to the state that resulted from the city taking eleven second feet from the interchange area was also $34,000. Hall suggested that it might be a solution to pay the city this $34,000 with which they would build the pumping plant now with joint use agreed to when the highway is extended. This would have the advantage of letting the city develop this area prior to highway construction.

Mr. Howard Kraus said that he now had a clearer picture of the design features and would soon inform us of which plan they wanted to recommend. Hall stated the plans would be worked up on the gravity system at this time.

Frank L. Hall

Frank L. Hall
Assistant Design Engineer

FLH:ak

-8

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

February 20, 1969

Mr. D. J. Barbee, Design Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Barbee:

Thank you for your letter of February 18, 1969. We agree to the proposal as outined in your letter, and appreciate your response to our request.

As estimated in Item No. 6 of your letter, we will include $3,500 in our 1969-70 fiscal year budget, subject to Budget Committee approval.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

RRE:dpm

cc: Frank E. Terpin
Howard Kraus

REFERRED TO
Hall
Design Engr.

Cox has written to city telling them that change will be made when money is available.

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Copy to Cox 3-5-69 by Hall

THE WORLD'S ROUND-UP CITY

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RECEIVED
FEB 18 1969
DESIGN
DIVISION

February 18, 1969

Mr. Howard G. Kraus
City Engineer
City Hall
Pendleton, Oregon 97801

Subject: Tenth Street - South Pendleton
Interchange Section
Oregon-Washington Highway -8
Umatilla County

Dear Mr. Kraus:

In reply to your letter of January 13, 1969, the following action is being taken on the list of items that were discussed in your meeting with our people on January 10, 1969:

1. The proposed shift in the alignment of the "IG" Line is being made on the plans.
2. Our Traffic Department has expressed a willingness to install a crosswalk sign with flashing beacon.
3. Our plans will show a 4' gravel sidewalk the length of the "IG" line on the south side. This will be changed to a Portland Cement concrete sidewalk if the city elects to pay the difference in cost.
4. Alternate plans for providing for pedestrian access to S. E. Isaac and Seventh Street are being prepared. It is felt that a plan other than a stairway may be more satisfactory. A combination of stairway and footpath along the top of the cut slope is one that is being considered.
5. Our plans are being revised to Type "A" curb where requested to meet the city standard.

6. The estimate of the difference of cost to construct Portland Cement concrete sidewalk instead of gravel along the "IG" line is approximately $3,500.

We will await your decision on constructing the concrete sidewalk before changing our plans.

Very truly yours,

D. J. Barbee
Design Engineer

By: ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:ak

RECEIVED
JAN 28 1969

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

F-U-170(20)
7274

Salem, Oregon
January 17, 1969

SUBJECT: Proposed Storm Drainage
10th Street-South Pendleton Interchange Section
Oregon - Washington Highway
Umatilla County

To: MEMO TO THE FILE

On January 10, 1969, a meeting was held in the little conference room (Room 134) of the State Highway Building for the purpose of developing a plan acceptable to the City of Pendleton and the State for the disposal of storm water on this section.

Those in attendance were:

City of Pendleton	State Highway Department
Rudy Enbysk	Bill Tebeau
Howard Kraus	Frank Terpin
	Dick Lenz
	Lyle Watson
	Phil Preston

Prior to the discussion regarding storm water disposal, Mr. Lyle Watson and Mr. Howard Kraus discussed several design problems relative to this project with the result that the minor design changes requested by the City could be incorporated. It was agreed that Mr. Kraus would direct a written request for these changes to Mr. D. J. Barbee.

Bill Tebeau presented three alternatives for storm water disposal to the City for their consideration. It was pointed out that the design was predicated upon putting the City's 11 cfs storm water in our system at Court and 9th Streets which assumption was found to be invalid. The City then pointed out that the 11 cfs storm water they wanted to be handled would originate from the area near the railroad undercrossing on the future extension of this highway (see attached sketch). This placed a new perspective on the storm drainage problem by taking the drainage for the undercrossing, combining it with the City's 11 cfs, and discharging this into the Umatilla River by the shortest route. Bill Tebeau indicated that his group will study this new aspect which may, or may not, require a pumping station depending upon topographical conditions. It is pointed out that the City would like to avoid any design using a tide gate where there is a possibility that city streets would be flooded if the gate failed to function. The City agreed to furnish us with the necessary mapping, etc. for the study.

The City indicated that if the above plan were feasible that they would want us to continue to handle the storm water along the new highway from the I-80N interchange to Court Street through a sewer along 9th Street as originally planned; it was brought out that since the new concept would, in all probability, reduce the size of the 9th Street sewer trunk, they (the City) would like the sewer size be kept to a 24-inch minimum diameter in order to reduce any conflicts with future sanitary sewer installations by them. It was indicated that this would be considered on this new study.

At this point, it would be well to reiterate the conditions which led to the existence of the 11 cfs. Our letter dated July 25, 1967 and the City's letter dated October 3, 1967 agreed to allow the State to connect three storm sewer manholes into the City's storm sewer at Emigrant Avenue on the Pendleton Section, FAI-80N, with the maximum flow estimated to 10.8 cfs (approximately 11 cfs). In exchange the State would allow the City to charge our storm drainage system on this project with a like amount. This exchange would be based upon unit cost. It has been determined that we had saved approximately $34,000 by utilizing their system on the Emigrant Avenue interchange; therefore, our costs to take care of 10.8 cfs on this project would be limited to $34,000.

It was indicated during the meeting that should a pumping plant develop into being the most practical way for disposal of the storm water into the Umatilla River (referring to the system which would contain both their water and our water), they (the City) would be willing to assume permanent maintenance of the station after its installation.

It appears that the future extension of this highway will not be constructed for at least five years or possibly longer. Since this new plan would be incorporated into the future construction, the City brought up the possibility that this area could develop to a condition where a storm sewer would be required before the highway was constructed. We will investigate the possibility of installing the required storm sewer prior to highway construction in the event that it becomes necessary.

As mentioned before, Bill Tebeau will study this new storm drain plan, and if feasible, he will prepare a plan to be presented to the City at an early date.

Phil Preston

PGP:WHT:ss

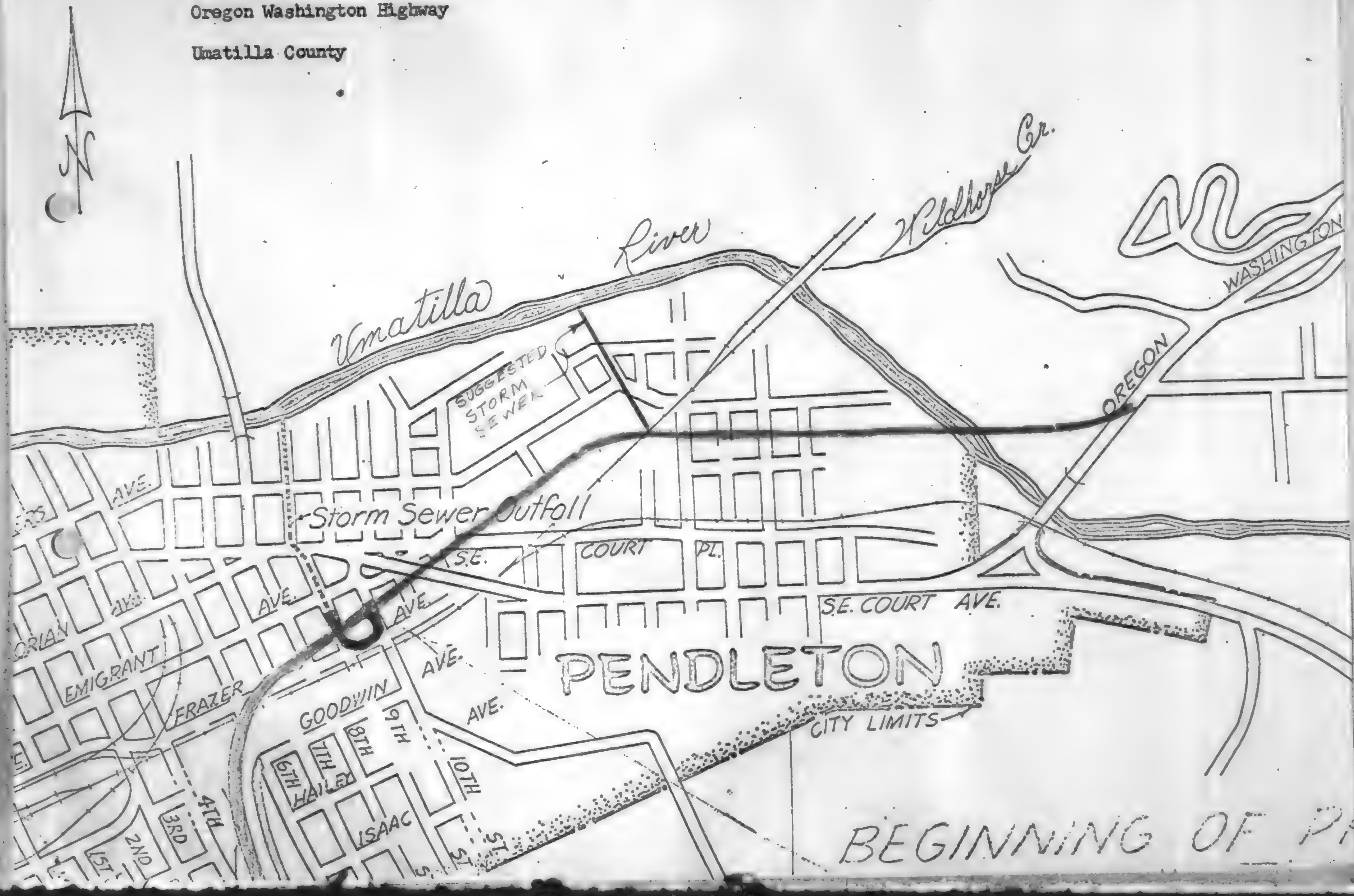
cc: Howard Kraus-City of Pendleton
F. B. Klaboe
D. J. Barbee
W. H. Tebeau
Frank Terpin
Lyle Watson

RECEIVED
JAN 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

10th St. - S. Pendleton Intch. Sec.
and
Riverside Drive - 10th St. Sec.

Oregon Washington Highway

Umatilla County


N
Umatilla River
Wildhorse Cr.
SUGGESTED STORM SEWER
Storm Sewer Outfall
AVE.
S.E. COURT PL.
S.E. COURT AVE.
OREGON
WASHINGTON
PENDLETON
CITY LIMITS
ORIAN AVE.
EMIGRANT AVE.
FRAZER AVE.
GOODWIN AVE.
AVE.
1ST
2ND
3RD
4TH
6TH
7TH
8TH
9TH
10TH ST.
HAILEY
ISAAC
BEGINNING OF

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

January 13, 1969

Mr. D. J. Barbee
Oregon State Highway Department
Salem, Oregon

Dear Mr. Barbee:

Subject: 10th Street - S. Pendleton Interchange Section - 8

To formally document the City's requests with regard to the proposed project as discussed with Mr. L. Watson, Mr. P. Preston, Mr. W. Tebeau, and Mr. R. Lenz last Friday morning, January 10, 1969, in the Salem office of the Oregon State Highway Department.

I have compiled a list of items which were agreed upon.

1. Shift the "IG" centerline to conform with the centerline of Isaac Street at S. E. 3rd Street.
2. Install flashing lights at Station 36 + 50/IG 12 + 54 to control traffic and identify the location as a School Crossing.
3. Construct a 4' gravel sidewalk the length of the "IG" line on the South Side.
4. Construct stairs up the cut slope connecting S. E. Isaac and 7th Street directly to the "IG" sidewalk.
5. Use type "A" curbing to conform to City Standards on all construction and major replacement of curbs where the City will assume maintenance responsibility.
6. Prepare a cost estimate for concreting the "IG" line sidewalk for the City if it elects to participate in this manor.
7. Should the shifting of the "IG" centerline cause a right-of-way problem for the fill slope, the City will not object to the construction of a 1 1/2:1 slope if required.

Routing
1 Barbee
2 Hall
A. Olsen
Sample
3 Torpin
Swenson

RECEIVED
JAN 14 1969
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

THE WORLD'S ROUND-UP CITY

Mr. Enbysk and I wish to thank the Highway Department for the time of the afore mentioned gentlemen to meet with us and for the manner in which our requests were received. We will appreciate a letter regarding the Highway Departments reaction to the items listed.

Yours truly,

Howard G. Kraus

Howard G. Kraus, P. E.
City Engineer

HGK/mw

cc: R. Enbysk, City Manager
T. Litchfield, OSHD

RECEIVED
JAN 10 1969
FOR FILING
F-U-170(20)

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7274

NOTED
R. L. PORTER

January 7, 1969

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 625 - SXF-381
Frazier St. O-Xing
OWRR & N. Co.; UPRR Co.
Umatilla County

Dear Mr. Haley:

Herewith I hand you original and four copies of Motion to Substitute Drawings and Amend Order No. 43952 of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Umatilla County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS;phm
Enclosures

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield

RECEIVED
JAN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:phm
1-6-69

PUX 625

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FRAZIER STREET OVERCROSSING, project in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section 11, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	NO. SXF-381 MOTION TO SUBSTITUTE DRAWINGS AND AMEND ORDER NO. 43952

Comes now applicant, State of Oregon, by and through its State Highway Commission, and moves that Order No. 43952 be amended and drawings substituted as follows:

I

That Drawings Nos. 24378 and 24379, attached hereto and by this reference made a part hereof, be substituted for Drawing No. 22537, which was a part of the application for Order No. 43952. That Drawing No. 21230, revised 11-1-68, be substituted for Drawing No. 21230, revised 5-5-67, which was a part of the application for Order No. 43952.

II

That the structure authorized by Order No. 43952 was a steel girder type and the proposed structure will have a total length of 644' and will have 5 reinforced concrete box girder spans varying in length from 175'0" to 49'0", etc. The subject structure has a descending grade in the northerly direction of 5.98%, etc. The centerline of the proposed structure intersects the main line of the railroad at Highway Engineer's Centerline Station L48+96.98 POS equals Railroad Station 2618+03.92 POT, with an intersecting angle of 36°20'12" in the Southwest Quadrant. The side track intersects the highway centerline at Highway Engineer's Centerline Station L49+30.64 POS equals Railroad Station 2617+76.28 POT, with an intersecting angle of 33°05'16" in the Southwest Quadrant.

JLS:phm
1-6-69

III

During construction the side clearance will be 8'6" horizontally each side of track and normal to centerline of each track.

IV

The change in type of structure will not in any way impede public safety and will provide a safe and adequate grade separation structure.

WHEREFORE, applicant prays for an order amending Order No. 43952 in accordance with the hereinabove order and for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 7th day of January, 1969.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
: ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawings and Amend Order No. 43952 is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 7th day of January, 1969.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires: 12-18-72

JLS:phm
1-6-69

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawings and Amend Order No. 43952 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

JAN 2 - 1969

UNITED STATES GOVERNMENT

Memorandum

FU-170(20)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 23, 1968

In reply refer to: 08-35.6

TO 7:2 4 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170( )
Oregon - Washington Highway, Pendleton Spur Section
UPRR Frazier Street Overcrossing, Bridge No. 9535

We have reviewed your new submission on the subject project dated December 5, 1968 and submitted under cover letter from Mr. I. D. Merchant. We feel that your new design utilizing post tension concrete box girders and reinforced concrete box girders is superior in appearance and also in function to the plate girder design originally proposed.

We hereby approve the new submission subject to a reconsideration of the heating elements after this structure has been in place.

RECEIVED
DEC 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Moak
Young
12-31-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1968
DEC 11 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Const
Proj
L. King

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 5, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attn: Herbert A. Schell, Jr.

Subject: UPRR & Frazier St. O'Xing
Pendleton Spur Section
Oregon-Washington Highway
Umatilla County
Bridge No. 9535

Dear Sir:

Transmitted herewith are five prints each of our Drawings Nos. 24378, 24379, grading sheets 4 and 4B, and 3 unnumbered architectural sketches. These prints show the revised proposed structure type discussed below. Also transmitted are 5 copies of our foundation report, which has become available since our first submittal to you on this project.

The originally proposed design, as outlined in our preliminary submittal of November 16, 1966, has been re-evaluated and this has resulted in a completely different proposed design. We feel that we can construct a better structure for approximately $62,000 less expenditure, said amount taking into account design costs already incurred in the steel girder design. Additional savings will occur due to the fact that the maintenance costs will be less.

At the time we chose curved steel plate girder spans, we did not consider using a post-tensioned concrete box. Our current thinking on span-to-depth ratio for this type of structure, indicates that we can satisfactorily span the Union Pacific Railroad tracks with poured-in-place construction. By shallowing the depth of the box girder at the outsides, we will actually have more clearance over the tracks than we would have with the steel structure.

As icing-over of bridge decks is a problem in this area of the State, a box girder is preferred because past experience

NOTED
JOM EDWARDS

indicates that the dead air space below deck either prevents or slows down the frost formation, depending on the weather conditions. The box girder also favors the installation of a minimal-cost heating system to prevent the icing-over. The box section reduces heat losses and simplifies the installation of a heating system. As this structure is on a 6%+ grade and a 10° horizontal curve, the prevention of frost or ice formation is of particular importance.

The estimated cost, based on approximate quantities, is $971,000, which includes an allowance for engineering and contingencies. The latest estimate of our original proposal is $1,033,000.

We hereby request your approval of our concrete box girder design and also your approval of our consideration of a heating system, which is estimated to cost approximately $30,000. As we would like to proceed with negotiations with the Union Pacific Railroad, your early consideration would be appreciated.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLM:jr
Attachments

cc: Tom Edwards
C. H. Maison
L. E. Young

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DEC 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-11-170(20)
7274

December 20, 1968

Union Pacific Railroad Company
2525 N. Larrabee Street
Portland, Oregon 97227

Attention: W. G. Johnson
Superintendent

Subject: UPRR & Frazier St. O'Xing
S. Pendleton Intch.-10th St. Sec.
Oregon-Washington Highway
Umatilla County
Bridge No. 9535
Your File D323-1-81

Gentlemen:

Recently we made a re-evaluation of the subject structure and found that we could construct a more economical and better structure by using a reinforced concrete box girder type rather than the original structural steel curved girder structure.

Along with the savings in the actual cost of the structure - the concrete box girder spans have a dead air space between the deck and bottom slope, which tends to reduce the icing on the deck. This factor alone is important in that area.

The change from a steel girder to that of a concrete box girder structure does not reduce any of the critical clearances around the railroad tracks after the structure is constructed. However, during the construction period minimum horizontal clearances of 8'6" will be necessary in order to provide room for the falsework.

Due to the change in type of structure and the clearance requirements, it will be necessary to request that the PUC Order and Highway-Railroad Agreement be amended. We are submitting the following drawings to replace the PUC exhibits which are now in force: Drawing No. 21230 - the vicinity map - which has been revised correcting an error in stationing at the intersection of track and highway, and the revision to the grade line. Drawing No. 24378 and 24379 - which are the plan and elevation and typical clearance diagram drawings, respectively.

NOTED
TOM EDWARDS

Union Pacific Railroad Company
December 20, 1968
Page 2

We are attaching 4 prints each of the above-mentioned drawings for your review, and request that you return one set with your approval and comments noted thereon.

Our Utilities Liaison Engineer will be contacting you at an early date in order that the Highway-Railroad Agreement can be amended to conform to the substitution of the new design.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield
Jack L. Hollis

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DEC 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DEPARTMENT

F-U-170(20)

7274

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RECEIVED
NOV 2 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

November 26, 1968

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. A. W. Brugger

Re: Telephone Facilities Adjustment
Pendleton Spur (10th St.-South
Pendleton Interchange) Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

Your estimates and sketch maps for the adjustment of your facilities on this project, as submitted with your letters of October 16, 1968 and October 24, 1968, have been approved by the State. You are hereby authorized to proceed with the work as of November 25, 1968.

Please contact Mr. C. D. Hiatt, Resident Engineer, P. O. Box 1071, Pendleton, Oregon 97801, Phone: 276-4435, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to November 25, 1968, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: Mr. L. E. Webb
Pacific Northwest Bell Telephone Co.
700 State Street
Salem, Oregon 97301
F. B. Klaboe
R. E. Simpson
L. H. Young (2) (w/attachs.)
C. H. Maison "
A. F. Parson (2) (w/attachs.) R.C. Pool (w/attachs.)
C. D. Hiatt : H. M. Fillmore "

Note to Div. Engr. A. F. Parson:
Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO. Reimbursement will be without federal-aid participation.

RECEIVED
NOV 29 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-U-170(30)
7274

November 22, 1968

City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

ATTENTION: Mr. Howard Krause

Re: Storm Sewer Line Adjustment
10th Street-South Pendleton
Interchange Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

This will confirm the agreement reached on November 21, 1968 in a telephone conversation between you and Our Mr. Preston. We agreed that your storm sewer line presently located in S. E. Goodwin Avenue, more particularly detailed in our Mr. Sollis' letter dated September 5, 1968, will be adjusted as part of the above-captioned contract at no cost to the City.

Since this adjustment was originally included in your City contract (Pendleton Section), funds for the City's inspection have been authorized in the City-Stachler Agreement dated August 17, 1966 and our letter dated November 18, 1968. Therefore we assume this work will be performed by Mr. Stachler.

Very truly yours,

F.D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: F. B. Klaboe
C. H. Maison
D. J. Barbee
A. F. Parson
C. D. Hiatt
H. M. Fillmore

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NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 11 1968
FORM ... (12-67)

FC

F-U-170(30)
7274

General Files

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1968

RAILROAD COMPANIES
FILE No. 667

SUBJECT: Construction Agreement
Oregon-Washington Railroad &
Navigation Company, Union
Pacific Railroad Company
10th St.-S. Pendleton Interchange
Oregon-Washington Highway
Umatilla County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

Attached hereto for your permanent records, please find the fully executed duplicate original of the above subject agreement.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:phm
Attachment

cc: Ivan Merchant
F. B. Klaboe
F. D. Morgan (2)
E. S. Hunter
A. F. Parson (2)
R. N. Chase (3)
C. H. Maison
Earl F. Saling
T. W. Litchfield

Fran ✓

11-8-68
noted in
agreement
book
✓ Fran

NOTED
FLOYD QUERY

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DEC 7 - 1967
FOR FILING

Maint
Traffic
Routing
Pendleton

December 6, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the December 12 meeting an agreement with the Union Pacific Railroad Company covering the 10th Street-South Pendleton Interchange Section of the Oregon-Washington Highway in Pendleton.

This agreement provides for the State to reimburse the Railroad for all expenses it incurs, which consist of rearranging signal and communication pole line facilities and furnishing engineering inspection, watchmen, flagmen, and other protective services. This is estimated to cost the State $23,415. It also provides that the State must reimburse the Railroad within 120 days after submission of a bill by the Railroad. Since we are planning to audit the Union Pacific bills with State auditors, we do not anticipate any problem in meeting the 120-day limit.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query: Note - the Commission's initials
R. L. Porter are needed on a change on
F. B. Klaboe page 7 of the agreement
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

TWL:ss fn

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section 10th AVENUE-S. PENDLETON INTERCHANGE Highway Oregon-Washington County Umatilla Prefix 30-1462

Res. Engr. ______ Approx. Length 0.6 Miles. Sta. 24+ to Sta. 61+ Date 8-9-68

Mean

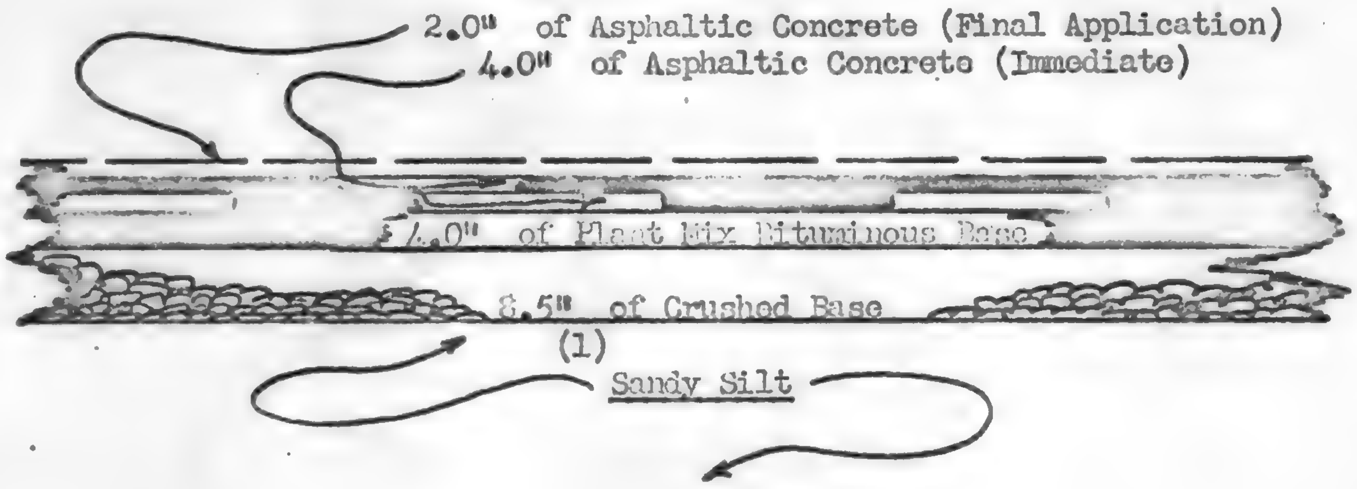
Truck A.D.T. 320 Traffic Coefficient 8.5 18 kip s.a. per day 107.5.

Annual Precipitation 12"+ Frost Penetration 30"+.

(1)

Typical Soil

34	LL
6	PI
99	%P 10
87	%P200
1	%Gravel
1	%C Sand
11	%F Sand
72	%Silt
15	%Clay
9	"R" Value ~~(Compacted)~~


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
4.0" of Plant Mix Bituminous Base
8.5" of Crushed Base
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
7274	F11-770(2)		
	4.0	2.0	A.C. (F.A.)
	8.0	4.0	A.C. (I)
	7.0	4.0	P.M.B.B.
	8.5	8.5	Cr. Base
27.5	27.5	18.5	

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8 9-68

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

NOTED F. B. KLABOE

Submitted by ______ for Staff Assistant

Recommended by ______ Asst Engineer of Materials

Recommended by ______ asst Construction Engineer

Approved by ______ Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Chief Locating Engineer~~
Rural Engineer

10th AVENUE-S. PENDLETON INTERCHANGE
Oregon Washington Highway (FAR 19)
Umatilla County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0"	- - -	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	11.0"	13.0"	*15.0"

*Increased to equal approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

TRAFFIC ANALYSIS

SECTION: 10th AVENUE- S. PENDLETON INTERCHANGE

HIGHWAY: Oregon-Washington (FAR 19)

COUNTY: Umatilla

2200 Present ADT (1968)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	1.9	228	174	450	78,300
3	55	1.9	105	80	1000	80,000
4	5	1.9	10	8	1250	10,000
5	40	1.9	76	58	3180	184,440
6	0	—	—	—	2570	——
				320	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 352,740

TWENTY YEAR EWL 7,054,800

TRAFFIC COEFFICIENT 8.5

SECTION: 10th AVENUE-S. PENDLETON INTERCHANGE

HIGHWAY: Oregon-Washington (FAR 19)

COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, & P.C.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as the major portion of the section will be on fill. Minor subsidence is anticipated and A.C. is more desirable for ease of restoration.

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JAN 16 1968

SP*23401-734

F-U-170(20)
7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 10, 1968
Salem, Oregon

To: Mr. Tom Edwards ✓
Asst. State Highway Engineer

DEPARTMENT

SUBJECT: Lighting - City of Pendleton
10th Street-South Pendleton
Interchange Section
Oregon-Washington Highway
Emigrant Avenue Interchange Section
Pendleton-John Day Highway

On Tuesday, January 9, Mr. Black and Mr. Weatherford of Pacific Power & Light Company visited this office relative to our permit requirements for street lights to be installed by Pacific Power & Light Company for the City of Pendleton along the subject sections of Highway Nos. 8 and 28 including the Emigrant Avenue and South Pendleton Interchange areas.

As per the Traffic Division, the City, by agreement, is to install and maintain this lighting with the Highway Department installing and maintaining lighting of the interchange on and off ramps.

As that portion of the proposed City lighting within the interchange proper is considered to be on Interstate right of way which requires Bureau of Public Roads' approval of any permits issued, Mr. Gordon Brooks, Bureau of Public Roads District Engineer, was invited to sit in on the conference, the outcome of which was as follows:

1. Poles installed within the interchange proper would be required to conform with those being installed by the Highway Department on the on-off ramps; ie., metal poles of break-away design with underground conductor cable.

2. Poles installed outside the interchange areas could be of a type selected by the City. The Pacific Power & Light Company's representatives stated these would undoubtedly be treated wood poles with overhead conductor cable.

3. Where highway plans provide for guard rail the poles would be located 4' behind the guard rail.

4. On the westerly side of the short cut section south of the UPRR Overcrossing on the Oregon-Washington Highway (approximately Station 43 to 46) the poles would be located approximately

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

15' outside of the curb which would put them in the 2:1 cut slope approximately 10' from the toe and 5' above the grade of the pavement.

5. From the north end of the UPRR Overcrossing to 10th Street on the Oregon-Washington Highway poles would be located 5' behind the curbs at toe of cut or fill slope as speeds would be materially reduced in this area for the 9th and 10th Street intersections.

6. All other poles would be located a minimum of 30' from the travelled way.

If you have any objections to the above, please advise so that we can in turn advise Pacific Power & Light Company.

As lighting system such as this are covered by a City-State Agreement and are actually a part of the highway facility, it is suggested that in the future we not attempt to cover them by permit. Additional details in the basic agreement such as set-back requirements and pole types and a provision for plan review and approval by Traffic Division should provide all the authority and control necessary for such an installation.

Not recommended
E

John F. Hagemann
John F. Hagemann
Asst. Director of Permits

JFH:jf

cc: E. S. Hunter
Bud George
Val Johnson
Gordon Brooks, Bureau of Public Roads

Copies
E.S. Hunter
Bud George
Val Johnson
J.F. Hagemann
1-16-68

NOTED
TOM EDWARDS

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

F-U-170(20)

TO : Mr. Forrext Cooper, State Highway Engineer
Salem, Oregon

DATE: January 2, 1968

In reply refer to: 08-35.EC

7.27

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170(19)
10th St. - S. Pendleton Interchange
Utility Adjustment

As requested by Mr. Young's December 26, 1967 letter we approve the addition of railroad adjustments to the subject project as a minor program change, effective today.

The program action on this project was approved effective September 2, 1966 which also included utility preparatory work.

Our November 27, 1967 memorandum approved the railroad agreement, therefore you are authorized today to proceed with railroad protective and construction work as requested.

1-5-68

REFERRED TO
Young -
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
JAN 3 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 7 - 1967

UNITED STATES GOVERNMENT

Memorandum

Klaboe
cc Mason 12-5-67

F-U-170(20)
7274

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 27, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-170(19)
10th Street - South Pendleton Interchange Section
Union Pacific Railroad Agreement

We have reviewed the subject railroad agreement submitted by Mr. Litchfield's October 16, 1967 letter and in general find it satisfactory. We note this agreement has similar provisions as the UPRR agreement on Project I-80N-5(29)204 concerning interest on unpaid bills and interpretation of PPM 30-3. We understand you are considering these provisions.

Although we have used F-170(19) as the project number for this agreement, you are cautioned that railroad work must be specifically programed should Federal funds be desired for this phase.

NOTED
F. B. KLABOE

orig to Litchfield
copies to
Sollis
Young
Maison
12-6-67

RECEIVED
DEC 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 14 1967

UNITED STATES GOVERNMENT

FOR **Memorandum**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

F-U-170 (20)

72704 V

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1967

In reply refer to: 08-35.EC/710.12
X-file: I-80N-5(22)204
" F-170(19)

W. W. Parsons

FROM : W. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's November 1, 1967 letter submitted one item for inclusion in the subject program for concurrent action with a PR-9 Program Change on I-80N-5(22)204. This Primary project provides for utility adjustments as a Stage 2 Construction Phase project as follows:

Item	Project	Location	Work
473	F-170(19)	10th St.-S. Pendleton Int.	Utility Adjustment

This program is retroactively approved to September 2, 1966, the date of our program approval for I-80N-5(22)204 which inadvertently included the above section under FAI participation. Likewise our authorization to proceed with utility preparatory work is effective September 2, 1966 and authorization for the actual adjustment of the City of Pendleton Utility adjustment is effective July 6, 1967. These approvals and authorizations shall be governed by the comments and stipulations of the Interstate project memoranda. We concur that this action was the result of an oversight by both our offices.

The preliminary engineering for Wallulis and Staebler Consultant Engineers pertaining to the Primary project portion may be charged to F-170(19) effective September 2, 1966. This work was authorized August 25, 1966 to I-80N-5(4)204.

We are concurrently approving a PR-9 for I-80N-5(22)204 deleting the Primary portion of this project. The Project Agreement for the Interstate project will be handled by separate correspondence.

This action provides for Utility Adjustments on 0.61 miles of Primary Highway at a total estimated cost of $67,386.73 of which $42,790.00 is obligated as Federal-aid Primary funds.

11-14-67

REFERRED TO Young - Tellefson
BY ASST. STATE HWY. ENGR.

RECEIVED
NOV 13 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 SR-11 Jct. I-80N North 0.61 Mi. (Pendleton)	**ADT**	PRESENT 1,850	FUTURE (66) (70) 3,600	YEAR (71) (72) 87

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Utility Adjustment	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Umati
	NAME OF URBAN AREA 17-31 Pendleton	ROUTE NO. P | FEDERAL-AID 19

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST B… TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)
5					**PE**		SR-11 Jct. I-80N North 0.61 Mi. (Pendleton)			
5					**ROW**		(10th Street-South Pendleton Interchange Section)			
5					**CONST** (CODE) Y060			0.61	67,386.73	42,790.00

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.61	67,386.73	42,790.00
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

7274

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
leton)	**ADT**	1,850	3,600	87	08	Oregon	35	012	473

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					F-	170	(19)		

COUNTY NAME	CODE	PROGRAM STAGE
Umatilla	059	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	19	8	

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Utility adj. including prep. work. /Future 2-12' lanes and 2-12' truck lanes (6% grade) H.T. pave. with 4' shldrs., 2' to 16' median, curb section. 1 o'xing str. 650'/
					ROW-200' normal; Access control - full Parking restriction-complete
0.61	67,386.73	42,790.00	24,596.73		
0.61	67,386.73	42,790.00	24,596.73		

REMARKS

USCOMM DUSCOMM-DC 48908-P61

Remarks:

This project is being programed to facilitate future construction by early clearance of utility conflicts on the required right of way.

There is no existing roadway facility, only located line.

The location of this section was covered by the I-80N Pendleton Bypass public hearing of March 31, 1964.

System action placing this location on the Federal-Aid Primary System as an extension of FAP 19 was approved September 9, 1965.

The work covered by this project, which is beyond the limits of Interstate participation, was inadvertently included by the State in the program and P S & E documents and subsequently approved by the Bureau of Public Roads as part of Project I-80N-5(22)204. To correct this oversight on the part of the State and Bureau of Public Roads, the work is being eliminated by PR-9 from I-80N-5(22)204 as Interstate funding and programed by this action as Primary funding.

We request that effective dates as established for I-80N-5(22)204 be authorized for this project.

The work is set forth in the City of Pendleton contract for utility adjustment on Plan Sheet Nos. 10A, 10B, 10C and 10D.

OCT 11 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-11-170(20)
7274

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 9, 1967

Walkila and Stachler Consulting Engineers
213 SW Emigrant Avenue
Pendleton, Oregon 97801

Re: Easement on UPRR for Water & Sewer Line Relocation
10th St.-S. Pendleton Intchg. Sec.
Oregon-Washington Highway
Umatilla County

Gentlemen:

I was in your office on September 13, 1967, and you asked me to attempt to obtain an easement on the UPRR right of way in the vicinity of the Frazer Street Overcrossing to accommodate the relocation of an 8-inch sewer line and a 10-inch water line. This I requested in a letter to the railroad dated September 15, 1967, and sent them prints of your drawing of this area, dated September 22, 1967, with my letter of October 4, 1967. I have received the attached letters from the railroad dated October 2 and October 5, 1967, in which they deny any longitudinal easement on their property for this purpose. They also included a copy of their specifications for pipe line crossing under their tracks, which I am forwarding to you for your information.

In view of this, please redesign the pipe lines in this area to occupy either State or City property if possible. If it is necessary to acquire private property on which to install these pipes, please provide us with sufficient information so we may obtain the property required for the construction and maintenance of these facilities.

Inasmuch as your contractor has begun work, I suggest this change in plans be handled either by a Price Agreement or on a Force Account basis. To avoid further delays I suggest you give this matter your immediate attention.

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: City of Pendleton
F. B. Klaboe
A. F. Parson
C. D. Hiatt
J. W. Valentine

F. B. KLABOE
NOTED

RECEIVED
OCT 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 5, 1967

File Ref. D 323 - 1 - 81

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

10th St. - South Pendleton Interchange
Section, Oregon-Washington Highway -
Umatilla County

Please refer to your letter of October 4 concerning City of Pendleton's desire to relocate water and sewer lines on the Railroad's right of way near the State's proposed overcrossing of our tracks and Frazer Street at Railroad MP 215.89 in connection with the above-referenced project.

As you were advised by my letter of October 2, the Railroad cannot approve longitudinal pipe line encroachments of this nature. Presume you will handle accordingly with the City in line with my October 2 letter.

Yours very truly,

W. G. Johnson

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
[✓ Litchfield]
Olsen

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OCT 6 1967
CONSTRUCTION
DIVISION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 2, 1967

File Ref. D 323 - 1 - 81

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

10th St. - South Pendleton Interchange
Section, Oregon-Washington Highway --
Umatilla County

Reference is made to your letter of September 15 concerning proposal to relocate city water and sewer lines in connection with the State's pending construction of an overcrossing of our tracks at Railroad MP 215.89, under the captioned project.

In line with recent verbal advice from my office, the Railroad is unable to approve longitudinal encroachments of this nature on its right of way. If it is necessary for the City to cross our right of way and tracks with these sewer and water lines, you should advise the City that this will have to be done in accordance with Union Pacific Railroad's C.S. 1029. City's plans and specifications should be amended accordingly.

Two copies of the standard are attached for your further handling.

Yours very truly,

W. G. Johnson
JIBD

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

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OCT 5 1967
CONSTRUCTION
DIVISION

Paas E
Morelock
Trout
Scott
Wills
Litchfield
Olson

[illegible] 1967

F-U-170(30)
7274

SP-23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 4, 1967

SUBJECT:

To: A. F. Parson
Division V Engineer
LA GRANDE

The subject of traffic circulation on 9th and 10th Streets in Pendleton adjacent to the 10th Street ramp terminal was discussed with Scott Coulter on this date and also with Dale Hiatt, Resident Engineer.

There is a case immediately pending in court concerning property on the east side of 9th Street south of the ramp. Under the scheme shown on sheet 4 of the construction plans, some of these parcels would be land-locked unless the median island painted bars are deleted as shown.

I would suggest that these bars be deleted from the plan and that the concrete curbing shown on the north side of the ramp to force a right-turn also be deleted. This would then provide an at-grade intersection on 9th Street with traffic moving one-way southbound on 9th Street and one-way northbound on 10th Street. The traffic circulation on adjacent streets would be as shown by the arrows. I might also mention that I have relayed this information to Bob Holland, our Trial Attorney, who I understand is handling the court case concerning the property south of the ramp.

L. E. George
Assistant Traffic Engineer

LEG:mk
Attachments
cc: Tom Edwards ✓
F. B. Klaboe
F. D. Morgan
R. A. Holland

RECEIVED
OCT 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
OCT 6 1967
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

E-U-170 (20)
7274

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Easement for Water & Sewer Relocation
10th St.-S. Pendleton Interchange Sec.
Oregon-Washington Highway
Umatilla County
YOUR FILE: D 323-1-81

Gentlemen:

Please refer to my letter of September 15, 1967, with which I submitted to you revised preliminary plans of the above-captioned section along with four copies of the specifications for the City sewer and water line relocations.

In that letter I indicated that the City was desirous of placing a portion of their relocated water and sewer lines on your right of way near the Frazer Street Overcrossing. Herewith you will find four prints of the drawing entitled "City Utility Relocations & Crossings, Easements for Water & Sewer Lines within the UPRR R/W," dated September 22, 1967, prepared by Wallulis and Staebler, Consulting Engineers for the City of Pendleton.

This print shows the manner in which the City wishes to occupy railroad right of way between SE 4th and SE 5th Streets with an 8-inch sanitary sewer and easterly of 5th Street with a 10-inch water line. Inasmuch as these facilities will be owned by the City of Pendleton and the work is being performed by the City's contractor, any permit or easement should be issued to the City and not the State.

NOTED
F.B. KLABOE

The sewer and water line relocation work is now in progress and we will very much appreciate your expedited handling of this matter.

Very truly yours,

RECEIVED
OCT 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enc.
cc: City of Pendleton
Wallulis and Staebler
F. B. Klaboe
A. F. Parson
C. D. Hiatt
J. W. Valentine

RECEIVED
AUG 10 1967

FOR FILING

F-U-170 (20)

7274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1967

SUBJECT: Pux 625 - Frazier Street O-Xing
OWRR & N. Co.; UPRR Co.
Umatilla County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

B. # 9535

L

5-10 th. S
Pendleton S.C.

Herewith I hand you a copy of Order No. 43952, issued by the Public Utility Commissioner under date of August 3, 1967, relative to the above-titled matter.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
A. F. Parson (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
L. C. Smitton(1)
Permit Division (1)
Harold Reynoldson (1)

Order #43952

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-381

In the matter of the application of the STATE OF OREGON to construct a highway crossing above grade across the tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee.	ORDER

On November 18, 1966, the State of Oregon (Oregon State Highway Commission) filed an application with the Commissioner, amended June 7, 1967, to construct a highway-railroad overcrossing under the provisions of ORS 763.040 and 763.050.

Attached to the amended application are drawings relating thereto setting forth the physical details and dimensions concerning the proposed overcrossing structure.

Applicant alleges that the persons or parties affected by the proposal are the Union Pacific Railroad Company and the County of Umatilla. Copies of the amended application and attached drawings were duly served upon the above named parties who subsequently advised the Commissioner they had no objection to the granting of the amended application.

Due consideration has been given to all representations set forth in the amended application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the amended application, the record herein and field investigation by the Commissioner's staff it is found that:

The applicant herein is a "Public Authority", Union Pacific Railroad Company is a "Railroad" and the intersecting road is a "Highway" as defined in ORS 763.010.

In connection with the relocation of Oregon State Primary Highway Number 8, Oregon-Washington Highway, applicant proposes to construct an overcrossing structure over the right-of-way and tracks of the Union Pacific Railroad Company.

The proposed overcrossing structure will be located in Umatilla County in the N.E. ¼ of the N.W. ¼ of Sec. 11, T 2 N, R 32 E, W.M.

The annual daily traffic of the completed structure will be approximately 1800 vehicles daily. This volume is anticipated to increase to 3600 vehicles daily within twenty years.

At the site of the crossing there are six passenger, 11 freight and 15 switching train movements daily. In addition there are four westbound helper engine movements. At the point of crossing there is a siding track approximately 19 feet northerly of and parallel to the main track.

The vertical and horizontal distances, during and after construction, will exceed the minimum standards required by the Commissioner's Rules, Division IV, Subdivision 4, relating to safe clearances.

Applicant proposes that all construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed overcrossing structure.

(b) Finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith.

(c) Maintain the structure and all highway appurtenances thereto upon completion of the project.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project. If necessary, remove and protect the signal and communication lines during the same period and replace in final location upon completion of construction.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossing is for the accommodation of the public. No objections by any party hereto are made to the location of said railroad overcrossing, to the proposed manner of its construction, or to Applicant's proposals for the allocation of work to be done in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The proposed overhead crossing structure will be of modern design and construction capable of accommodating present anticipated vehicular traffic. It will eliminate those hazards inherent in highway-railroad crossings at grade and therefore promote public safety and convenience, all in the public interest.

From the foregoing it is concluded that the amended application should be granted. It is therefore

ORDERED that the amended application of the State of Oregon (Oregon State Highway Commission) be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with

accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the amended application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation 2A-215.89-A be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 3rd day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the amended application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation 2A-215.89-A be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 3rd day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

25

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
JUN 29 1967

E-U-170(80)
7271

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

P

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pope
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

June 27, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery(Wallowa River)Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish

We appreciate the opportunity to review the plans of these projects.

6/28/67
Copies to
F. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (4)
J. F. Putnam (1)

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm
nn

cc: Director OFC

FORM E-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 9 - 1967
FOR FILING

F-U-170(20)
7274

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 6, 1967

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 625 - Frazier St. O-Xing
OWRR & N. Co.; UPRR Co.
Umatilla County
Your No. SXF-381

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Substitute Drawings and to Amend Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Umatilla County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
6-2-67

PUX 625

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FRAZIER STREET OVERCROSSING, project in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section 11, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	No. SXF-381 MOTION TO SUBSTITUTE DRAWINGS AND TO AMEND APPLICATION

Comes now the Applicant, State of Oregon, by and through its State Highway Commission, and moves to Substitute Drawings and to Amend its Application in the above-titled matter as follows:

I

Moves to substitute revised Drawing No. 22537, now titled U.P.R.R. & Frazier Street Overcrossing, 10th Street-S. Pendleton Interchange, Oregon-Washington Hwy., Umatilla County, dated Aug. 30, 1966, Bridge No. 9535, attached hereto and by this reference made a part hereof, and revised Drawing No. A89, marked Exhibit "A", attached hereto and by this reference made a part hereof.

II

Applicant also moves to strike the figure "6.42%" in line 4 of paragraph VI on page 2 of the Application and insert in lieu thereof the figure "6.396%", and also to strike the figure "2168+03.92" on line 6 of said paragraph and

JLS:ja
6-2-67

insert in lieu thereof the figure "2618+03.92".

Dated at Salem, Oregon, this 2nd day of June, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawings and to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 2nd day of June, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawings and to Amend Application and the whole thereof.

____
JACK L. SOLLIS
Utilities & Railroad Attorney

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. [illegible], MEMBER
PORTLAND

RECEIVED
MAR 30 1967
FOR FILING

F-U-170(30)
7274

1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1967

R. L. PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 625 - Frazier St. O-Xing
OWRR & N. Co.; UPRR Co.
Umatilla County
Your No. SXF-381

Dear Sir:

Enclosed herewith for your handling is original and 4 copies of Motion to Substitute Drawing No. A 89 on Applicant's Reply of the State Highway Commission - in connection with the above-titled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield

RECEIVED
MAR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
3-24-67

PUX 625

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FRAZIER STREET OVERCROSSING, project in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section 11, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	No. SXF-381 MOTION TO SUBSTITUTE DRAWING NO. A 89 ON APPLICANT'S REPLY

Comes now the Applicant, State of Oregon, by and through its State Highway Commission, and moves to substitute Drawing No. A 89 as attached to Applicant's Reply dated the 20th day of March, 1967, and in lieu thereof substitute Drawing No. A 89, attached hereto marked Exhibit "A" and which is by this reference made a part hereof.

Dated at Salem, Oregon, this 27th day of March, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawing No. A 89 on Applicant's Reply is true as I verily believe.

IVAN D. MERCHANT

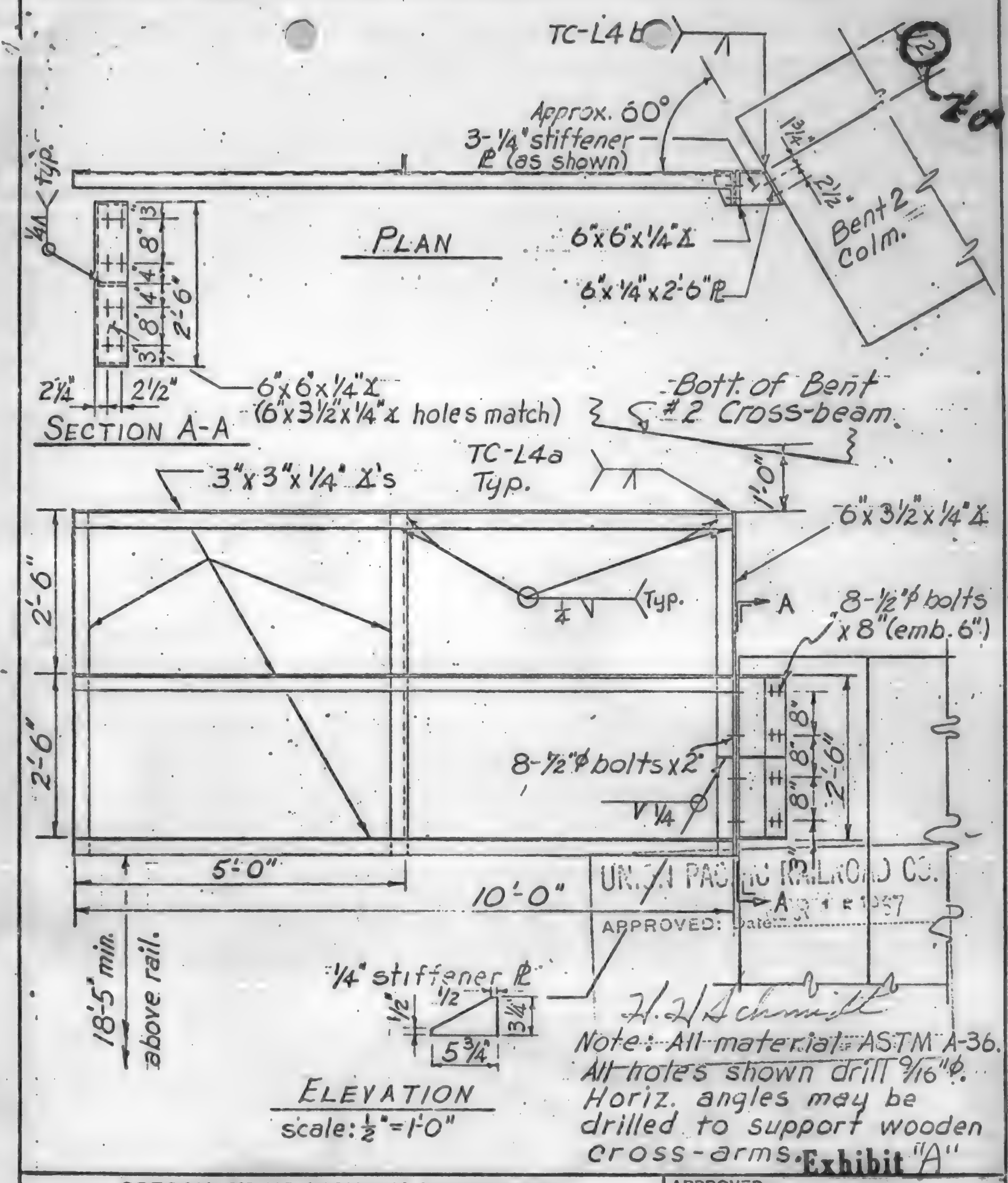
Subscribed and sworn to before me this 27th day of March, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968,

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawing No. A 89 on Applicant's Reply and the whole thereof.

Jack L. Sollis

Jack L. Sollis
Utilities & Railroad Attorney


TC-L4b
Approx. 60°
3-1/4" stiffener ℞ (as shown)
PLAN
6"x6"x1/4" ∠
6"x1/4"x2'-6" ℞
1/4 typ.
3
8"
4
4
8"
3
2'-6"
2 1/4"
2 1/2"
6"x6"x1/4" ∠
(6"x3 1/2"x1/4" ∠ holes match)
SECTION A-A
Bent 2 Colm.
1 3/4"
2 1/2
Bott. of Bent #2 Cross-beam.
TC-L4a Typ.
1'-0"
3"x3"x1/4" ∠'s
6"x3 1/2"x1/4" ∠
1/4 Typ.
A
8-1/2"φ bolts x8" (emb. 6")
2'-6"
2'-6"
8-1/2"φ bolts x2"
1/4
8"
8"
8"
2'-6"
5'-0"
10'-0"
A
18'-5" min. above rail.
1/4" stiffener ℞
1/2
1/2
3 1/4
5 3/4
ELEVATION
scale: 1/2"=1'-0"

UNION PACIFIC RAILROAD CO.
[illegible]
APPROVED: Date

H. H. Schmidt

Note: All material ASTM A-36.
All holes shown drill 9/16"φ.
Horiz. angles may be drilled to support wooden cross-arms.

Exhibit "A"

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RAILROAD TELEGRAPH SUPPORT
U.P.R.R. & FRAZIER ST. O'XING.
S. PENDLETON INTCH. – UMATILLA CTY.

APPROVED.
BRIDGE ENGINEER

BRIDGE NO. 9535
DATE 1-27-67
DRAWN GJB
DRAWING NO. A89

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MAR 21 1967
FOR FILING

F-U-170(90)

7274

March 20, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 625 - Frazier Street O-Xing
OWRR & N. Co.; UPRR Co.
Umatilla County
Your No. SKF-381

Dear Sir:

Enclosed herewith for your handling is original and 4 copies of Reply of the State Highway Commission to the Answer of Respondent Railroads in connection with the above-titled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield

NOTED
R. L. PORTER

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
3-20-67

PUX 625

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FRAZIER STREET OVERCROSSING project in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section 11, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	No. SXF-381 REPLY

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and for Reply to the Answer of Respondent Railroads respectfully admits, alleges and agrees as follows:

I

Admits paragraphs I and II of Respondent Railroads' Answer.

II

Agrees to comply with subparagraph 1. of paragraph III of Respondent Railroads' Answer.

III

Agrees to raise Respondent Railroads' communication lines as requested in subparagraph 2. of paragraph III of Respondent Railroads' Answer, as shown on Drawing No. A 89, Bridge No. 9535, titled Railroad Telegraph Support, U.P.R.R. & Frazier St. O'Xing., S. Pendleton Intch.-Umatilla Cty., dated 1-27-67, said drawing by this reference is made a part hereof.

WHEREFORE, Applicant prays for an Order authorizing said construction

JLS:ja
3-20-67

and allocation of costs thereof in accordance with the Application, Answer and Reply and for such other Order or Orders as may be proper in the premises.

Dated at Salem, Oregon, this 20th day of March, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

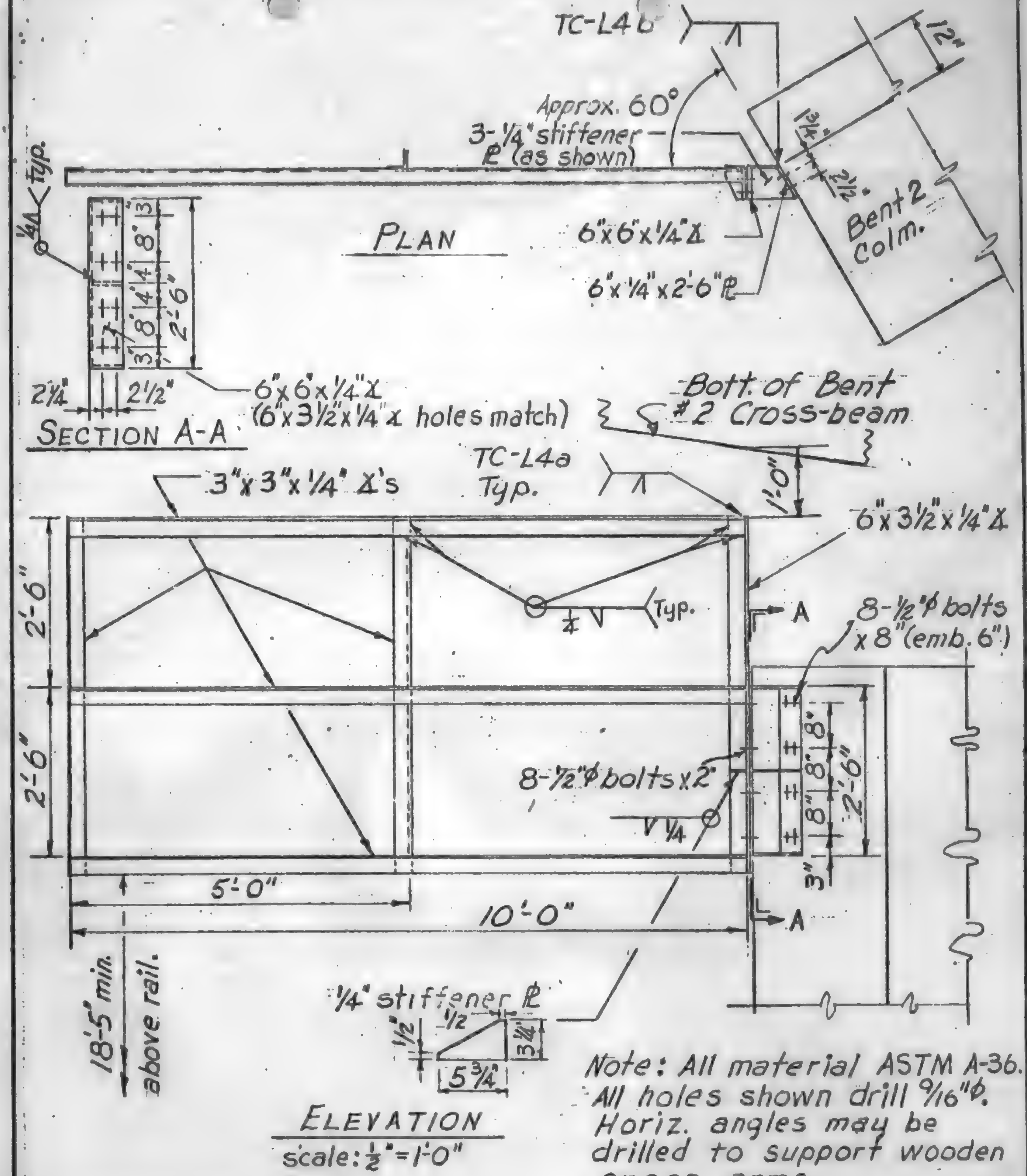
IVAN D. MERCHANT

Subscribed and sworn to before me this 20th day of March, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

____
Jack L. Sollis
Utilities & Railroad Attorney


TC-L4b
Approx. 60°
3-1/4" stiffener ℞ (as shown)
12"
1 1/4"
2 1/4"
Bent 2 Colm.
PLAN
6"x6"x1/4" ∠
6"x1/4"x2'-6" ℞
1/4 ∠ Typ.
3 8 4 4 8 3
2'-6"
2 1/4" 2 1/2"
6"x6"x1/4" ∠ (6"x3 1/2"x1/4" ∠ holes match)
SECTION A-A
Bott. of Bent #2 Cross-beam
1'-0"
TC-L4a Typ.
3"x3"x1/4" ∠'s
6"x3 1/2"x1/4" ∠
1/4 Typ.
A
8-1/2"φ bolts x 8" (emb. 6")
2'-6"
2'-6"
8-1/2"φ bolts x 2"
1/4
8" 8" 8" 8" 3"
2'-6"
5'-0"
10'-0"
A
18'-5" min. above rail.
1/4" stiffener ℞
1/2
1/2
3 1/4
5 3/4
ELEVATION
scale: 1/2"=1'-0"

Note: All material ASTM A-36.
All holes shown drill 9/16"φ.
Horiz. angles may be drilled to support wooden cross-arms.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RAILROAD TELEGRAPH SUPPORT
U.P.R.R. & FRAZIER ST. O'XING.
S. PENDLETON INTCH. - UMATILLA CTY.

APPROVED.
BRIDGE ENGINEER
BRIDGE NO. 9535
DATE 1-27-67
DRAWING NO.
DRAWN GUB
A 89

FORM 5A53

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Act	Info		Info
		Div Eng	
		Eng C. ord	
		Dist Eng - A	
		Area A Eng	
		Dist Eng - B	
		Area B Eng	
		Planning	
		Rt of Way	
	✓	Bridg. Eng	
		Admin Mgr	
		Maint	
		File	

December 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon FAP 170
Tenth Street-S. Pendleton
Interchange Section
Oregon-Washington Highway
Bridge No. 9535

Your File 08-35.6

Dear Sir:

By your memorandum of December 16, the roadway width on the Frazier Street Overcrossing of the Union Pacific Railroad and Frazier Street is questioned.

The State has restudied this project in the area of the structure and the roadway immediately south and extending uphill to the South Pendleton Interchange with Interstate 80-N. A check on the traffic indicates that the ADT in 1980 will be 3,000 vehicles per day.

This project began as a basic two-lane facility but because of the curvature and gradient, climbing lanes were added to provide for four moving lanes of traffic. The 58 feet provides four 12-foot lanes and a total of 10 feet in shoulders and median. As constructed, there will be a 2-foot painted median with 4-foot shoulders within a curbed section. In the restudy of this project, the States does not desire to revise the roadway width between the structure and the Interstate 80-N interchange and proposes to continue the 58-foot roadway across the structure.

It is agreed that the structure is expensive and that widening would be very difficult; however, in view

NOTED
R. L. PORTER

Copy Merchant + Klaboe Young 1-4-67

NOTED
TOM EDWARDS

BUREAU OF PUBLIC ROADS
SALEM, OREGON
DEC 30 1966
Approved:
BRIDGE ENGINEER

of the traffic count, it is not believed that a wider structure with approaching roadways is justified.

Your concurrence in the proposed geometric arrangement is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

RECEIVED
JAN 3 1967

Form CD-121 (11-63) (Prsc. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 16, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: RHT
Roy Tokerud
Division Bridge Engineer

SUBJECT: Oregon FAP-170
Tenth St. - S. Pendleton Interchange Section, Oregon-Washington Hwy.
Overcrossing of UPRR & Frazer Street
Preliminary Plans

The preliminary plans submitted with Mr. Merchant's letter of November 16, 1966 have been reviewed.

We note the typical cross section on Drawing 22537 shows a 58-foot roadway which includes only 2 feet for median. We believe a 4-lane structure such as this should have sufficient median to allow installation of a physical median barrier, especially considering the curvature and gradient on this structure. If you do not wish to provide this by reducing the shoulder width to less than the proposed 4 feet, we then recommend that the overall width be increased to 62 feet to provide 6 feet for median. We understand that this section of highway is considered to be a 2-lane facility with an extra lane in each direction for passing. Nevertheless, the structure is expensive and widening would be very difficult, therefore the extra width should be provided at this time.

The estimated cost of $1,000,000 - as given in your November 16 letter - appears excessive. Subsequently, we received your more detailed estimate which shows the net cost without engineering and contingencies to be $750,000.

The preliminary plans are approved subject to your consideration of the comments herein.

1980 ADT 3000
Klaboe says no change in roadway section. 12/27/66
[illegible]

Merchant
[illegible]

Copy - Young
Geo. Dillis
12-20-66

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 20 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RE[illegible]
DEC 1[illegible] 1966
OFFICE
STATE HIGHWAY EN[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible] FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
NOV 18 1966
FOR FILING

F-U-170(20)
7274

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1966

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

NOTED
R. L. PORTER

Re: Pux 625 - Frazier Street O-Xing
Union Pacific Railroad Company
Umatilla County

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Umatilla County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield

RECEIVED
NOV 17 1966
OFFI[illegible]
STATE HIGHWAY [illegible]

JLS:ja
11-14-66

PUX 625

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the FRAZIER STREET OVERCROSSING project in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section 11, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.	APPLICATION No.______________

Comes now the State Highway Commission and files its Application in the above-entitled matter:

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the travelling public, Applicant proposes to relocate a portion of the Oregon-Washington Highway. Said relocation necessitates the construction of an Overcrossing structure over the right of way and tracks of the Oregon-Washington Railroad & Navigation Company tracks, Union Pacific Railroad Company, Lessee. At the point of crossing there is a siding track approximately 19.26 feet Northerly and parallel to the main track, as shown on Oregon State Highway Department Drawing #22537, titled U.P.R.R. & Frazier Street Overcrossing, S. Pendleton Interchange - Riverside Drive Sect., Oregon-Washington Hwy., Umatilla

County, dated August 30, 1966, Bridge No. 9535, attached hereto and by reference made a part hereof. Also attached hereto and by reference made a part hereof is Drawing #21230, titled Vicinity Map & Profile, Highway Overcrossing of Railroad, S. Pendleton Interchange - Riverside Drive, Oregon-Washington Hwy., dated 1965, revised September 1, 1966.

IV

Because of the amount of traffic over said relocated highway and the traffic on said railroad, an overcrossing is the only practical means for crossing the railroad tracks.

V

That upon completion the estimated annual average daily traffic on the relocated Oregon-Washington Highway will be approximately 1800 vehicles with an anticipated increase to 3600 vehicles per day in 20 years. That at the site of the proposed Overcrossing there are 6 passenger and 11 freight through train movements per day and 15 switching movements per day.

VI

That the proposed structure will have a total length of 644 feet and will have five steel girder spans varying in length from 175'-0" to 49'-0". The structure will have a roadway width of 58 feet between curbs with no provision for foot traffic. The proposed structure has a descending grade in the northerly direction of 6.42%. The centerline of the proposed structure intersects the main line of the railroad at Highway Engineer's Centerline Station L 48+96.98 POS equals Railroad Station 2168+03.92 POT with an intersecting angle of 36°20'12" in the Southwest Quadrant. The siding track intersects the highway centerline at Highway Engineer's Centerline Station L49+30.69 POS equals Railroad Station 2617+89.40 POT with an intersecting angle of 33°05'16" in the Southwest Quadrant.

JLS:ja
11-14-66

VII

The following parties are affected by the proposed crossing: Union Pacific Railroad Company and Umatilla County.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project. If necessary, remove and protect the signal and communication lines during the same period and replace in final location upon completion of construction.

JLS:ja
11-14-66

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules.

That the proposed project is located in the Northeast Quarter of the Northwest Quarter (NE¼NW¼) of Section 11, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.

WHEREFORE, Applicant prays for an Order authorizing said construction and allocation of costs thereof, in accordance herewith and for such other Order or Orders as may be proper in the premises.

Dated at Salem, Oregon, this 14th day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By__________________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
11-14-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 14th day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 8 1965
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F-U-170(30)

7274

November 4, 1965

Mr. Anton Groh
City Engineer
City of Pendleton
P. O. Box 190
Pendleton, Oregon

Subj: So. Pendleton Interchange-9th Street
Oregon-Washington Highway

Dear Mr. Groh:

This is in answer to your letter of October 27 to Mr. A. F. Parson concerning the possible extension of the subject connection to 10th Street rather than ending at 9th Street.

It is expected that in the final analysis we will expand our plan not only to 10th Street but possibly even under the existing structure to Court Avenue in order to provide a workable facility. Such features will evolve as design work progresses.

Thank you for your comments on this matter.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp

cc: F.B. Klaboe
A.F. Parson

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

PLEASE RETURN TO
F. B. KLABOE

October 27, 1965

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 2 1965
CONSTRUCTION
DIVISION

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Dear Sir:

Review has been made of the preliminary plan submitted ~~to this office~~ which shows the traffic pattern proposed for the central interchange access at its connection near the viaduct at S. E. Court and 10th Streets. This plan is similar to one proposed in January of 1964, a copy of which is attached.

The drawing recently submitted shows all of the connecting streets as will be eventually developed, including the future connection to Highway 11. The original plan submitted in January of 1964 provides that initially, construction work would be terminated at S. E. 9th Street. It is my opinion that the roadway from the ramp should be extended one additional block to S.E. 10th Street.

The central interchange was of primary concern to the people of Pendleton in their evaluation of the Highway Department plans for the I-80 By-pass of this city. The central interchange was intended by them to provide the most direct access possible to the central business district.

If the roadway is terminated at S. E. 9th Street, a confusing traffic pattern is presented to the vehicle coming from the freeway and headed down the ramp with its destination the central business district. Following a right turn on S. E. 9th Street, the block would need to be encircled in order to proceed westerly toward the central business district either on Emigrant or Court Avenues. A further problem results at the corner of S. E. 9th and Frazer. Considerable friction would develop from traffic coming from the interchange and converging with eastbound Frazer Avenue traffic. The extension of the interchange roadway to S. E. 10th Street eliminates these turning movements and provides a much more direct route to the central business district.

Other than this comment the arrangement of the traffic pattern appears to be satisfactory.

Very truly yours,

Anton Groh
City Engineer

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OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

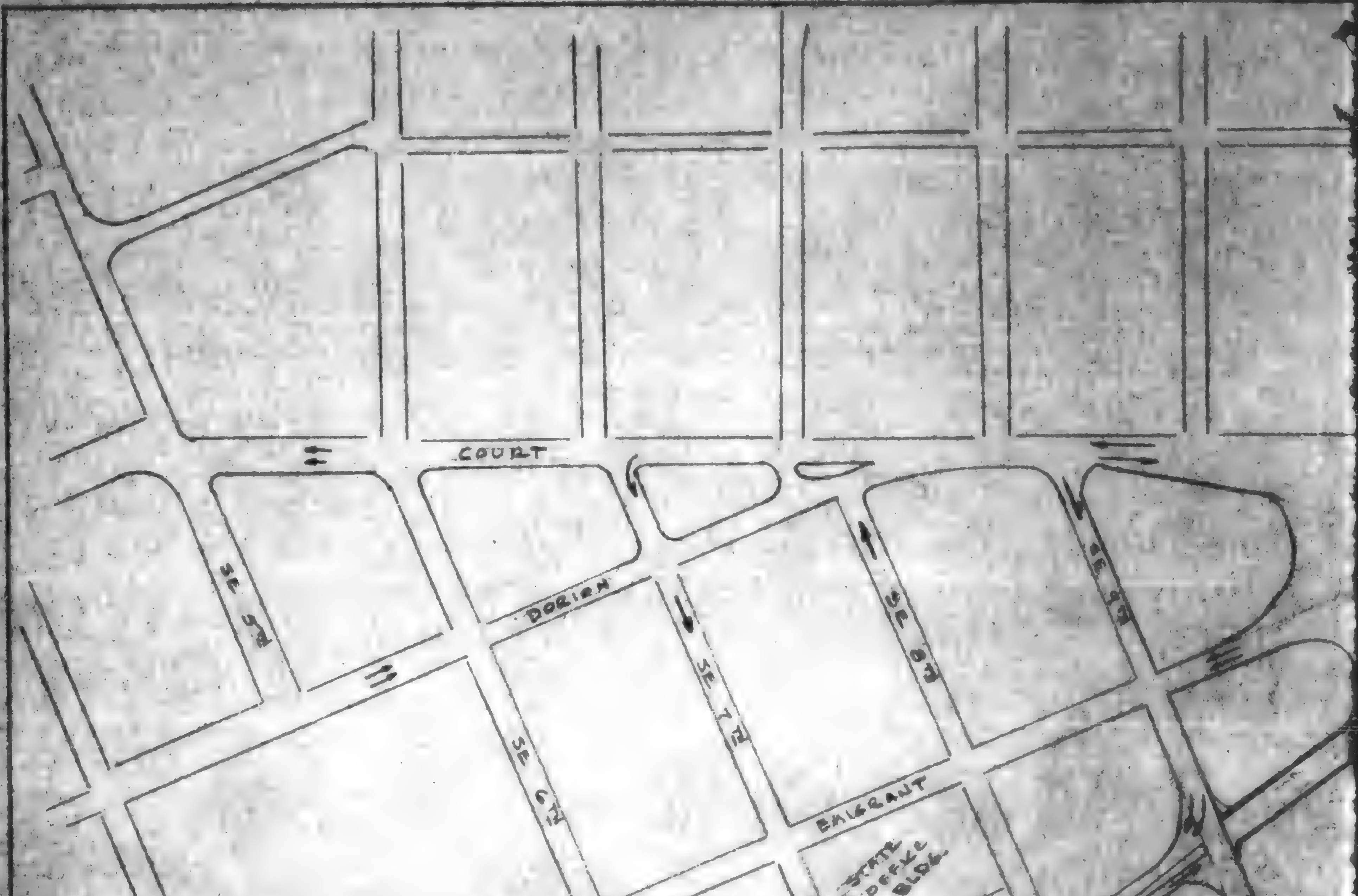
RECEIVED
OCT 28 1965
OREGON
STATE HIGHWAY COMMISSION

c

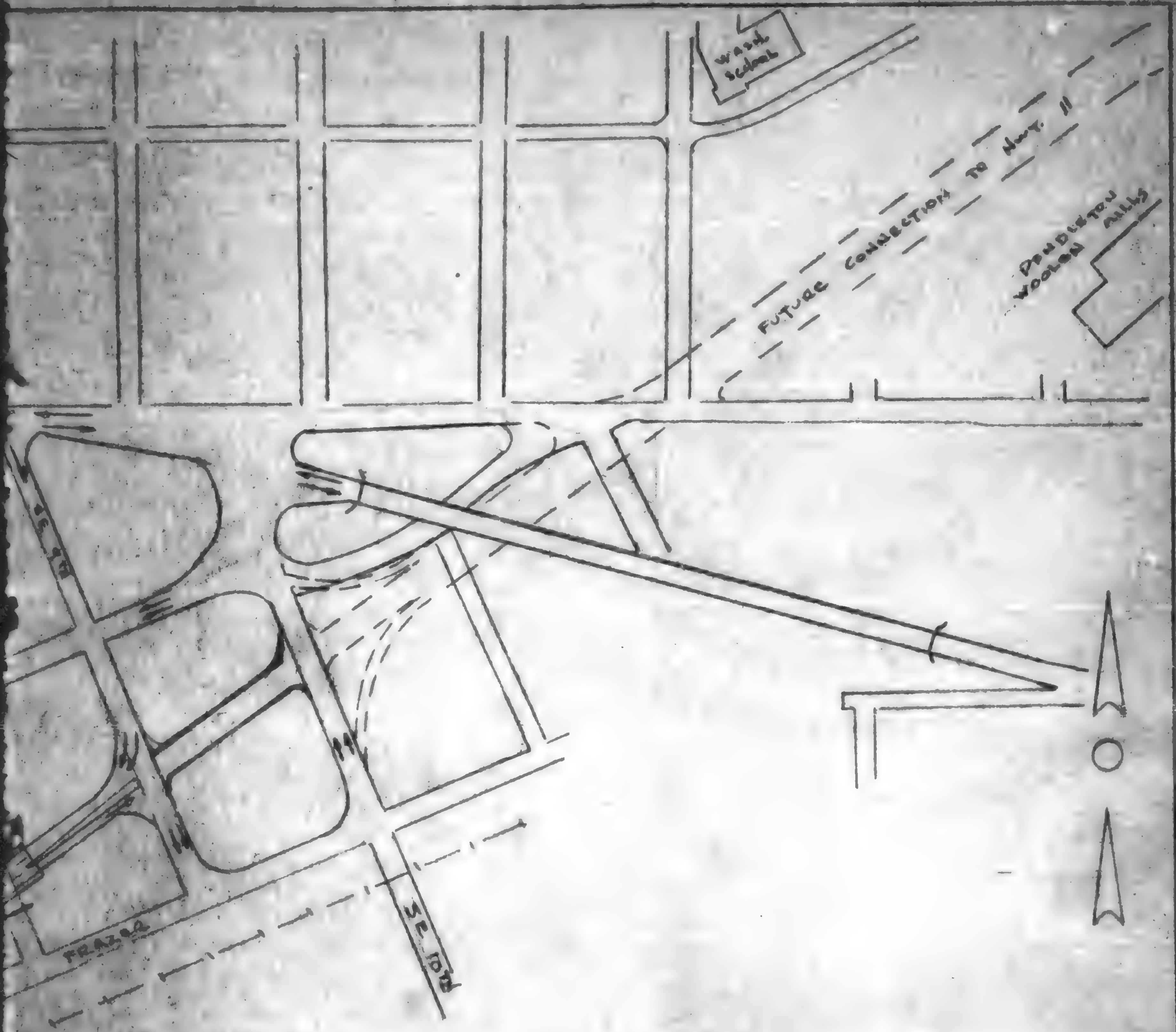
Enclosure: as stated

c.c. Mr. Klaboe, OSHD

THE WORLD'S ROUND-UP CITY


COURT
DORION
SE 5TH
SE 6TH
SE 7TH
SE 8TH
SE 9TH
EMIGRANT
STATE OFFICE BLDG.
FRAZER

CHAS. BRUNING CO. VISI-VEL


WASH. SCHOOL
FUTURE CONNECTION TO HWY. 11
PENDLETON WOOLEN MILLS
SE 9TH
FRAZER
SE 10TH

NOTES:
TRACED FROM OSHD
PRELIMINARY LAYOUT
& PUBLIC HEARING MAP.

CITY OF PENDLETON
ENGINEERING DEPT.

HIGHWAY 30 RELOCATION
CENTRAL INTERCHANGE ACCESS

SCALE: 1" = 200' | JANUARY 1964 | SHEET 1 OF 1
DRN. BY: AG | CHKD. BY: | DRW. NO. ---

I-5-5(44) E. Portland Frwy.-Wilsonville 1969
285 Sec., Pacific Hwy. (Grad., pav.,
#7275 struct. & sign.) [redacted]

A4F
H90
3856
C+A

RECEIVED
JUL 10 1972

FOR FILING

7275

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: July 5, 1972

To: MEMO TO THE FILE

FROM: A. C. Harwood
Regional Construction Engineer

SUBJECT: East Portland Freeway -
Wilsonville Section
Contract No. 7275

Repair of joints in the Portland Cement Concrete paving which were discussed and viewed with Mr. Edwards during our trip of June 30, is scheduled to begin the first week in August.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

ACH/bd
cc: Tom Edwards
D. R. Adams

7-6
cy Al Johnson
C.F. Keasey

JUL 5 1972

RECEIVED
JUL 10 1972

FOR FILING

7275

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: July 5, 1972

To: MEMO TO THE FILE

FROM: A. C. Harwood
Regional Construction Engineer

SUBJECT: East Portland Freeway -
Wilsonville Section
Contract No. 7275

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NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

ACH/bd
cc: Tom Edwards
D. R. Adams

7-6
cy Al Johnson
C.H. Keasey

JUL 5 1972

RECEIVED
DEC 29 1971
FOR FILING

I-5-5(44)285
7275

December 27, 1971

Guy F. Atkinson Company
Highway and Marine Division
P. O. Box 259
Long Beach, California 90801

Attention Mr. Dorman D. Taylor

Gentlemen:

Re: Wilsonville Interchange-
East Portland Freeway
Contract No. 7275

As agreed at your meeting in our Construction Section in September, the question of further extension of time has been given additional study and analysis.

Climatological records have been reviewed from the standpoint of the weather reason in June and September of 1969, and the project records reviewed and additional reports made by both the Resident and Region Engineers concerning the other two items (A.C. shoulder paving and signing).

We find no valid basis on which to recommend further extension. We believe the 36 days already granted on this project is equitable.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. D. Morgan
L. W. Rulien

JAB:fw ja

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1971

SUBJECT: Wilsonville Interchange-East
Portland Freeway Section
Contract No. 7275

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

A request for time extension from Guy F. Atkinson Company was analysed and acted upon by the Highway Commission at the June 22, 1971 meeting. At that time, 36 days extension was approved which left 49 days in effect for $14,700. Subsequently, Atkinson informally asked that further consideration be given to their request.

This resulted in a meeting in our office with three of Atkinson's people present plus the Resident and Region Engineers on September 1, 1971. Each part of their original eight-part request for extension was discussed by both sides. The outcome of this was that we agreed to look more closely at three parts of the request.

Since that time, the field people have submitted additional reports covering those three items and I have discussed them with the FHWA Area Engineer. We developed some additional weather information in this office also. The three items are covered briefly as follows:

1. June and September, 1969 Rainfall. We have gone a step further and prepared a day by day three-year tabulation of the rainfall at ~~two~~ one weather station~~s~~. This tabulation is attached. The Hillsboro data shows rainfall from 30 to 40 percent above normal for the two months in question. No long-term normal figure is available for North Willamette, but data shows only about the same percentage increase from the previous year. The rainfall was simply not unusual enough to justify time extension. We have granted extension to this same contractor on another project based on the August, 1968 rainfall which was several hundred percent above normal.

7. A. C. Shoulder Paving Delay - This reason evolves around the roughness problem encountered with the 12-foot panel of concrete paving. This was the first concrete laid on the job and the surface came out too rough. Considerable grinding had to be done to get it to an acceptable profile. We insisted that no A.C. be placed along side it until the concrete profile was

acceptable. The contractor argues that this was, in effect, a stop work order. Two primary considerations for requiring the concrete correction first were that the grinding uses considerable amounts of water which runs off onto the shoulder area and which would have been detrimental to any AC operation attempted there; and second, the concrete profile determines the adjacent shoulder profile. We felt we could not sanction an operation which would lead to further profile deficiencies on the shoulder. The contractor argues that this should have been left for him to resolve. We believe that to have allowed the AC work to proceed would have weakened our position in demanding a proper profile. It could have been argued as a tacit acceptance of the unsatisfactory conditions that existed. The Resident Engineer's supplemental reports on this item (dated September 9 and 21, 1971) give a detailed day to day description. We do not believe that this was a true stop work situation. In fact, considerable work was going on though some of it was corrective work, the need for which was created by the contractor's own operations.

8. Signing Delays. The substance of this reason is that there was inadequate time remaining for fabrication of certain illumination and sign poles within the allowable contract time after the contour grading was completed. Admittedly, the time was short, but our position is that the contractor should have better recognized the logistics of the signing work and better coordinated the scheduling of subcontractors involved and brought the grade to approximate completion in sign footing locations earlier.

In a rather lengthy discussion with the FHWA Area Engineer on the above matters, I could find no basis acceptable to him for recommending further time extension. I think it would be futile to formally submit it to them.

The way this stands, we do not have a formal request for extension that needs to go clear to the Highway Commission. We do owe him a letter response. The attached rough draft is for this purpose if you concur.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

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DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.

RECEIVED
DEC 21 1971

12-7-71

STATE COPY

FOR FILING

cc: OSHD (Johnson)
Region
Wash DC

I-5-5(44)285

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

mb

REGION NO. 72875	REPORT NO. 1	COUNTY Clackamas & Washington	DIVISION Oregon
DATE OF REPORT 12-3-71	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. I-5-5(41)285
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED %	CONTRACT TIME
APPROVED EXTENSIONS	LOCATION From the Wilsonville Interchange north 3.58 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
DEC 13 1971
REGIONAL OFFICE

EAST PORTLAND FREEWAY INTERCHANGE-WILSONVILLE INTERCHANGE
PACIFIC HIGHWAY
Right of Way

This project provided for the purchase of additional right of way necessary to increase this segment of highway to six-lane standards. No additional right of way is required due to construction or engineering features.

COPY SENT
DEC 13 1971
STATE

Original Signed by
C. J. Mathias
Div. ROW Officer

I concur: ______________________
C. J. Mathias
Division Right of Way Officer

Cy to Construction
12-15-71

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant W. N. Bryant Area Engr.		SIGNATURE G. H. Green for R. E. Simpson	
TITLE Area Engineer	DATE	TITLE Division Engineer	DATE 12-7-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
SEP 7 - 1971
FOR FILING

I-5-5(44)285
1278

September 3, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Subject: Oregon Project I-5-5(-)
Stafford Rd. Interchange
Proposed Interchange Lighting

Reference is made to your letter of July 6 requesting further information concerning illumination of the above interchange.

We have evaluated other possible corrective treatment at this interchange. The signing is standard and it is not believed that revised or additional signing would be of benefit. Additional delineation has been installed but the benefits are marginal.

There are attached alternate plans showing complete interchange illumination using towers with an estimated cost of $136,000 and partial interchange illumination using conventional units at an estimated cost of $67,000. Although it is believed that the full interchange lighting is warranted because of the conditions described in my letter of June 22, the partial should effect a material improvement and would be acceptable to this office.

Your approval of the partial interchange illumination as an Interstate project is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb kw

cc R. L. Porter
Tom Edwards
A. E. Johnson
E. S. Hunter
Victor Wolfe
L. E. George
L. W. Rulien

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 6, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-5(-)
Stafford Road Interchange
Proposed Interchange Lighting

Mr. Klaboe's June 22 letter requested approval as an Interstate project the illumination of Stafford Road Interchange through the installation of 14 tower assemblies at an estimated cost of $165,000. While full interchange lighting may be warranted the supporting information submitted to date is insufficient to permit approval of your request. In addition to traffic warrants the feasibility of tower lighting should be established by a complete lighting layout along with a cost comparison between tower lighting and normal roadway lighting. The need for full or partial lighting should also be established.

We expect you are evaluating other features such as existing roadway signing to determine if full interchange lighting is the proper or only answer to the operational problems mentioned in Mr. Klaboe's letter.

7-9-71

REFERRED TO
George - Pl. division

NOTED
TOM EDWARDS

RECEIVED
JUL 7
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.E. GEORGE

JUL 9 1971
FIC ENGI

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 - 1971
FOR FILING

I-5-5(44)285
7275

June 30, 1971

Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $10,000 will be made to Guy F. Atkinson Company on Contract No. 7275 for work on the E. Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,728,477.02, including the post-final payment. Of the total, $34,957.90 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Guy F. Atkinson Company
P. O. Box 1000
S. San Francisco, California 94080

bc Frank Morgan
Ivan Merchant
V. E. Strong
Attn: John Kerr
L. W. Bailen

RECEIVED
JUL 21 1971
FOR FILING

I-5-5(44)285
7275

9

June 23, 1971

Guy F. Atkinson Company
P. O. Box 1000
S. San Francisco, California 94080

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, considered your request for an extension of 85 days on Contract No. 7275 for work on the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you 36 calendar workdays without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
V. E. Skoog
L. W. Rulien
James Cochell
Federal Highway Administration

RECEIVED
JUN 16 1971
FOR FILIN

I-5-5(44)285
7275

June 15, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 9
June 22, 1971 meeting

Gentlemen:

Guy F. Atkinson Company, contractor on the East Portland Freeway-Wilsonville Interchange grading, paving, structures and signing project in Clackamas County, Contract 7275, has requested an 85-day extension of the contract time based on weather, added quantities or work orders and the sequence of A. C. shoulder paving and the alleged delay in staking signing items.

This project was started in June 1969, with 365 calendar workdays allowed which contemplated a two-season job with completion in September 1970. The project was actually completed December 7, 1970, with 85 days liquidated damages accrued at $300 per day for $25,500.

Some late added signing was done on liquidated damage time and was the only work performed after November 3. This reason justifies 27 days extension. There were other additions for perforated pipe, culvert, A. C. paving and pavement delineators which occurred during the second season. These additions justify nine days extension.

I recommend that an extension of 36 calendar workdays be granted. This will still leave 49 days and $14,700 liquidated damages in effect. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien

JAB:fw sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 7, 1971

In reply refer to: 08-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
C4 Edw
6-10-71

SUBJECT: Oregon Project I-5-5(44)285
E. Portland Freeway-Wilsonville Interchange Section
Extension of Contract Time

For the reasons outlined in Mr. Johnson's June 2 letter a 36-day extension of contract time is approved.

cy to Morgan
6-10-71

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JUN 10 '71
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7275 Contractor Guy F. Atkinson Co.

Highway Pacific Highway

Section East Portland Freeway - Wilsonville Interchange

Kind of Work Grading, Paving, Structures, and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 27 days for late added signing (EWO No.7 and P.A. #2), plus 9 days for added perforated pipe, added CMP (P.A. #6), added A.C. paving (P.A. #10) and added pavement delineators (P.A. 11), which makes 36 days total extension.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

for C E Johnson

Asst. State Highway Engineer

Contract No. 7275

Project designation I-5-8(44)285
State-Federal

Date awarded 5-20-69

Work started 6-5-69

Per cent completed 100% 12-7-70
Date

No. of Workdays Allowed 365

No. of Workdays Used 450

No. of Added Workdays Requested 85

[illegible]

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 15, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 365 days to 450 days, within which to complete our Contract No. 7275, without the assessment of liquidated damages. The said contract is described as follows:

Pacific Highway - East Portland Freeway - Wilsonville Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached letter

Respectfully submitted,

GUY F. ATKINSON COMPANY
Contractor

By R J Dodson
R. J. Dodson, Area Manager

CONSENT OF SURETY

Date December 18, 1970

We, Fidelity and Deposit Company of Maryland, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vance McKenney
Attorney-in-fact
Vance McKenney

(SEAL)

Vance McKenney
Resident Agent
Vance McKenney

FORM E-90

RECEIVED
JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1971

SUBJECT: Request for Extension of Time
East Portland Freeway-Wilsonville
Interchange Section
Contract No. 7275

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Guy F. Atkinson Company has requested an 85-day extension of the contract time citing eight separate reasons. The first reason is weather, five are related to added quantities or orders, and the remaining two concern the sequence of A. C. shoulder paving and the alleged delay in staking signing items.

NOTED
A. E. JOHNSON

This job started in June, 1969 with 365 calendar workdays allowed which contemplated a two-season job with completion in September, 1970. The project was actually completed December 7, 1970 with 85 days liquidated damages accrued at $300 per day for $25,500.

The Resident and Region Engineers have done a thorough job of analyzing these reasons, although they are a little apart on their recommendations. The Resident Engineer recommends 27 days as requested by the contractor on his Item 6. This was for some late added signing which was done on liquidated damage time being the only work performed after November 3, so the 27 days requested are justified.

The Region recommends extension on four other points - added perforated pipe (8-inch drain pipe overran 53 percent and trench excavation overran 18 percent), additional 24-inch corrugated metal pipe (P.A. 6), additional A.C. paving (P.A. 10 typical section change), and pavement delineators added (PA 11). The Region therefore recommends a total of 36 days. We concur in this. These Price Agreement additions and changes all occurred during the second season of the job when time was more critical.

We note that there were some significant underruns of bid quantities on this project, so it seems that some liquidated damage assessment is in order. Embankment in Place underran 5.9 percent. Lime Treated Subgrade underran 33.6 percent. Plant Mix Stone Base underran 40.1 percent. Cement Treated Base underran 19.9 percent. The most significant overrun item was the A. C. pavement which overran 39.6 percent because of more extensive patching of the existing A. C. pavement ahead of the PCC overlay.

Mr. A. E. Johnson
May 27, 1971
Page 2

The 36-day extension will leave 49 days in effect in the amount of $14,700. This was a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached. The Region and Resident Engineer's recommendations and a bar graph are also attached. Please return the graph to this office.

F. D. Morgan
Construction Engineer

By John A Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 5, 1971

SUBJECT: East Portland Freeway-
Wilsonville Interchange Section
Pacific Highway
Contract No. 7275

To: Mr. F. D. Morgan
Construction Engineer
Salem

Enclosed find a request from the contractor on the subject project for additional time in which to complete work without assessment of liquidated damages. Also enclosed is Resident Engineer Cochell's transmittal letter with recommendations of this request and a bar-graph offered as pictorial review of job activities.

Contractor requested additional time for:

(1) Weather. Resident Engineer Cochell recommended denial of 28 days requested. Certainly the weather had an effect on job progress, however, it was not so severe or unusual as to be classed as "An Act Of God". I therefore agree with Cochell's analysis and concur in his recommendation this time be denied. ✓

(2) Addition in perforated pipe, claimed 8 days delay. The Resident Engineer concedes laying of pipe delayed CTB operation. However, he denied this affected overall job progress. The work was performed between May 27 and June 5, 1970. While other critical items of work did proceed, this extra work occured at a critical time in the job and forced re-scheduling of major items of work. I therefore recommend half of the time requested be allowed. ✓ 4 days

(3) Addition of 335 feet corrugated metal pipe requested 3 days. Cochell indicates no delay since this work was concurrent and in conjunction with other pipe crossings in the area. The drainage work is critical and while it was work in conjunction with other pipe work, any increase in quantity of a critical item of work affects contract progress. An additional 1 day is therefore recommended. ✓ 1 day

(4) Additional AC paving, contractor requests 6 days. Cochell indicates that paving production rate, two days could be justified. However, since the paving benefited the contractor, he recommends denial. This work was primarily for the States benefit and was paid for by the State. While the contractor did benefit, the work still required an expenditure of time. An additional two days is recommended. ✓ 2 days

(5) Requested 5 days for placement of traffic marker buttons. The Resident recommends denial on the basis that other critical work was in progress. While the buttons were placed by a sub-contractor, some conflict between the button placing and other operations in progress undoubtedly existed. Recognizing these conflicts as delays and the responsibility of the prime contractor for protective signing for this operation, which was performed with his forces, an additional 2 days is recommended. 2 days

(6) Requested 27 days for additional signing performed as Extra Work after completion of contract items. This office concurs with the 27 days recommended by the Resident Engineer. ✓ 27 days

(7) Requested 19 days due to delay imposed on AC shoulder paving while grinding of 12 foot PCC lane was being performed. The contractor was prevented from paving the AC shoulder until grinding was performed to provide a suitable vertical alignment to match with shoulder paving and until the contractor satisfied the State the PCC paving could be made acceptable. I agree with Resident Engineer Cochell's position that the delay was the result of non-specification work in placing the 12 foot panel of PCC paving and concur in his recommended denial of the 19 days requested.

(8) Contractor requested 58 days on the basis that the engineer did not get sign locations staked and field data supplied to enable fabrication of posts to proceed to allow completion of the project in the specified time. While the state does have the obligation of staking sign locations the Residents ability to perform this work is dependent upon job progress. Staking can be performed only when sign locations are graded. It therefore behooves the contractor to complete grading work at sign locations at an early date. If this is to be a legitimate basis for request for additional time, there must have been an unreasonable delay between completion of grading at sign locations and the staking. Review indicates that this was the case. Also studying the enclosed bar-chart it is noted that other work was in full swing during most of the period claimed. I therefore concur with the Resident Engineer's recommendations that the request for these 58 days be denied.

SUMMARY: Calendar work days specified in contract 365. Contract calendar work days expired September 6, 1970. Project completed December 7, 1970. Calendar work day count suspended November 30, 1970. Total calendar days charged 450. Excess calendar work days used 85. Additional time recommended 36, excess days remaining based on recommendations - 49.

L. W. Rulien
Regional Engineer

by Allan C Harwood
A. C. Harwood
Regional Construction Engineer

ACH/bd
att
cc: J. W. Cochell

FORM 2-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Tigard, Oregon 97223
December 29, 1970

SUBJECT Request for Extension of Time,
Contract No. 7275

To: Mr. L.W. Rulien
Regional Engineer

Att'n: A. Harwood
Regional Construction Engineer

Submitted herewith are five copies of Contractors Request for Increase in Number of Workdays to Complete Construction Contract, dated Dec. 15, 1970, for the E. Portland Frwy. - Wilsonville Interchange Section of the Pacific Hwy., Contract No. 7275. They are accompanied by a letter stating eight seperate conditions of causes which prevented the completion of the contract.

Following is a reply to the eight items, which delayed the completion of the contract:

1. WEATHER, JUNE AND SEPT., 1969. Normally weather is not to be considered as a factor in granting extensions. The weather in June did not hold up the contractor for two weeks. The contract was awarded on May 20, 1969 and work started on June 5, 1969. The grading sub-contractor was not ready to start the Embankment in Place item until the 23rd of June. Until this time he was clearing and preparing the borrow areas. The contractor was prevented from grading for 3½ days during the month of June. (June 23, 25, 26, 27)

September, 1969. Contractor carridd on normal grading activities from Sept. 1 thru 16. He was shut down because of rain, and wet material from the 17th thru the 30th of Sept. (14 days). The contractor did not resume normal grading until the Spring of 1970.

According to Section 8-7 of the Standard Specifications - 1964, a Calendar Day is to be charged for every day on which the contractor is not prevented by Acts of God, acts of the public enemy, fire, floods, epidemics, quarantine restrictions, strikes or freight embargoes, from performing any work under the contract. We therefor recommend denial of these 28 days.

2. PERFORATED METAL PIPE. A total of 1,520 lin. ft. of 6-inch metal drain pipe was added 38' left of the "L6" line from 363+00 to 374+50 and 377+40 to 381+00. This was added to correct a drainage problem in this area. This pipe was installed on the following dates: May 27 & 28, and June 1, 2, & 3, 1970. This did hold up the CTB operations on the 4-inch lift along the outside of the 12'panel of P.C.C. pavement for 7 calendar days. However, it did not hold up the turning of traffic and stage work. Cascade Construction Co. did not start the base lift of A.C. pavement for any of this project until June 5th. The addition of 1,520 feet of perf. pipe in no way affected the A.C. shoulder paving, which controlled the switch of traffic in the stage work. We therefor recommend denial of these 8 days.

3. P.A. NO. 6. 24"CULVERT PIPE. Under Price Agreement No. 6, 320 lin. ft. of 24-inch Culvert Pipe was place across the freeway at station 431+10. This pipe was added to take care of the additional runoff from the large area of pavement in the Burns Bros. Development. This pipe was installed at the same time the 30-inch culvert at 424+00, and the 30-inch conduit at 429+50 were placed. The pipes at 424+00 and 429+50 were on the original plans. Because these pipes were worked on at the same time, P.A. No. 6 did not delay the completion of the contract. All three of these pipes required stage work, for installation across the freeway. We recommedd denial of these three days.

4. P.A. NO. 10, ADDITIONAL A.C. PAVING. Price Agreement No. 10 was written to document a change in the Typical Section. The A.C. patching under the 24' panel of P.C.C. pavement was widened by 2' to accommodate the track of the slip-form paving machines on the P.C.C. paving. This additional 2' averaged about 8" thick; and amounted to about 3,500 tons of A.C. mix. This additional width was laid to benifit both the State and the Contractor. This work did not have to be completed prior to 24' P.C.C. paving. It only had to be far enough ahead to allow continuous operation of the P.C.C. paving. The placing and tying of the steel reinforcement held up the P.C.C. paving. This A.C. patching stayed well ahead of the steel placement. At the rate this patching was done (1800 tons per day), only 2 days could be allowed for this extra 3,500 tons. Because this work was added to benifit the contractors P.C.C. paving, we recommend denial of these 6 days.

5. P.A. NO. 11, TRAFFIC MARKERS. Price Agreement No. 11, added the installation 66 reflectors and dots, for pavement delineation. The total time necessary for installation of these markers on our project was three days. This work in no way affected the progress of other work necessary to complete this contract. At the time these markers were being installed, the inside A.C. shoulder was

being paved. So this work did not hold up the ~~p~~ opening of the inside traffic lane. We recommend denial of these 5 days.

6. E.W.O. NO. 7 and P.A. NO. 12, SIGNING. This is true. All contract bid items were complete on November 3, 1970. Price Agreement no. 12 was not approved until Sept. 22, and E.W.O. no. 7 was not approved until Oct. 5, 1970. The Calendar Workdays for the contract ran out on Sept. 24, 1970. We recommend granting of 27 additional days. 27

7. DELAY IN PAVING SHOULDERS. They were delayed for 19 days in paving the 12' A.C. Shoulder. This held up the switching of traffic, and completion of the contract. We would not allow the A.C. paving because it had to match the grade of the adjacent 12' panel of P.C.C. paving, which required substantial grinding to meet the specifications. This delay was caused by nonspecification work on the part of Cascade Construction Co. in placing the 12' panel of P.C.C. paving. We are inclosing a copy of both of these letters. We recommend denial of these 19 days.

8. DELAYS IN CONTRACT SIGNING. On July 9, 1970 we completed the staking of the locations of the concrete sign post bases. We did this work as soon as the grading of these locations was completed. However we found that at the location of sign #13 the grading had not been completed and the base for sign #13 was not poured until Aug. 7, twenty-eight days after it had been staked.

On Aug. 10, 1970 we staked the locations for the wood sign posts. This did not hold up the sub-contractor, as the ordering of these posts was not contingent on having the location or ~~in~~ elevations. These posts were ordered before November 22, 1969.

On Nov. 2, 1970 work was started on E.W.O. #7. Between November 2nd and Nov. 8th the sub-contractor installed thermoplastic pavement arrows and signs # 2, 3, 5, 7, 8, and 23. The plastic arrows could have been installed soon after the pavement was down and the ~~xingx~~ signs are all on structures and could have been placed as soon ~~xx~~ as the concrete surface finish had been completed.

We believe that if the contractor had made an effort to co-ordinate the work of his sub-contractors and had insisted that they get their work done he would not need an extension of time, as far as the structures and signing was concerned.

We do not feel that it was any lack of diligence on our part that caused them not to complete their work on schedule. We recommend denial of these 58 days.

In general we feel that the only thing that prevented the contractor from completing this contract on time, was his lack of diligence, and some poor workmanship. This is with the exception of Price Agreement No. 12, and Extra Work Order No. 7. These orders were not approved soon enough for the contractor to complete the work within the alloted number of days. The staging of traffic was very important in the completion of the project. We do not feel that any of the Price Agreements or Extra Work Orders held up the critical path of the project. Price Agreement No. 1 allowed the contractor to build cross-over detours, making possible better working conditions.

James W. Cochell
Resident Engineer

by: John T. Scofield
John T. Scofield
Ass't. Resident Engineer

JTS
Encl.
cc: file.

GUY F. ATKINSON COMPANY

WESTERN DISTRICT
P. O. BOX 1000
SOUTH SAN FRANCISCO, CALIF.
94080

GEO. H. ATKINSON, Chairman
E. K. JENNETT, President & Genl. Mgr.
R. S. KERR, Senior Vice President
A. H. STEINER, Senior Vice President
G. W. WINTZ, Senior Vice President
R. W. ATKINSON, Vice President
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JOE S. McNABB, Vice President
D. W. MOORE, Vice President & Treasurer
BRYANT K. ZIMMERMAN, Secretary

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

December 15, 1970

Oregon State Highway Department
9350 S. W. Burnham Street
Tigard, Oregon 97223

Attention: Mr. James W. Cochell, Resident Engineer

Contract No. 7275
Wilsonville Interchange

Gentlemen:

Reference is made to our letter of September 3, 1970, in which a request for additional time was made to complete the items of work on the above contract.

We have encountered numerous delays beyond our control which affected the time necessary for completion of work under the contract. Accordingly, we believe that the contract time should be extended.

The following is a list of some of the causes of delay, beyond our control, which you may wish to consider in determining the adjustment of contract time.

1. An extensive number of days on which the Contractor was prevented from performing work under the contract by weather considerably more severe than is normal for the locality. Specifically, the months of June, 1969 (82.3% above normal) and September, 1969 (138.2% above normal) were unusually wet and considerably over the seasonal average. This increased precipitation of abnormal intensity during these two months, curtailed and then completely haulted our Embankment In Place (Item 5) operation for two weeks in each month. This item of work was on the "Critical Path" from its start to its completion.

   Time Extension Requested: 28 Days

2. Approximately 1,500 feet of perforated metal pipe was added along the Northbound roadbed (approximately Sta. 370 to Sta. 385) to correct drainage problems discovered in the area. This delayed CTB operations and subsequent shoulder improvement which controlled turning of traffic and stage work.

   Time Extension Requested: 8 Days

3. Price Agreement No. 6 added 335 feet of 24" CMP to the project in a run across I-5. This work had to be completed prior to shoulder and stage work resulting in delay to completion of the project. The work also required three stages of construction.

   Time Extension Requested: 3 Days

4. Price Agreement No. 10 provided for 2 feet of additional A.C. paving to accommodate the PCC paving track grade. This 2' A.C. strip turned out to be 2 feet thick in places and added about 5,200 tons of asphalt. This added work naturally had to be completed prior to 24' PCC paving.

   Time Extension Requested: 6 Days

5. Price Agreement No. 11 provided for installation of traffic dots and reflectors. This was new and added work and adequate time should be allowed to accomplish this added work.

   Time Extension Requested: 5 Days

6. Extra Work Order No. 7 and Price Agreement No. 12 added Signs 26 and 27 and a photoelectric cell. On November 3, 1970, all contract items of work had been completed with only the added work remaining to finish. Delays were encountered due to availability of materials with all work being completed on November 30, 1970. We feel that the time spent exclusively on change order work should not be chargeable to the contract.

   Time Extension Requested: 27 Days

7. Delays encountered during the stage work widening of I-5 and shoulder improvement prolonged contract performance. These delays were the result of O.S.H.D. directing the work of the Contractor and preventing items of work from being completed simultaneously (e.g. refer to O.S.H.D. letters of June 4 and June 23, 1970).

   Time Extension Requested: 19 Days

8. Delays were encountered in the job signing items that prolonged contract performance. Numerous requests were made for base plate elevations and post length information which is supplied by State forces. It is vital that these elevations and post lengths be determined as soon as possible and this information immediately transmitted to the Contractor. There is a normal 60-90 lead time requirement in supplying sign posts. This is the time needed for material acquisition, fabricating and shop time, and galvanizing time. Some of the post length information required was supplied on July 13, 1970, the remainder on August 11, 1970. Based on the lateness of receiving the information needed to produce the sign posts, conditions over which we had no control, it was not possible to furnish and erect the signs before October 31, 1970. Allowing for electrical work, the last remaining work on the project, contract items were completed on November 3, 1970.

Time Extension Requested: 58 Days

We would be pleased to provide any information in our possession which would assist the Engineer in his consideration for time extension.

Very truly yours,

GUY F. ATKINSON COMPANY

R J Dodson

R. J. Dodson
Area Manager

RECEIVED
UTILITY UNIT

FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-5-5(44)285

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7275

TOM McCALL
GOVERNOR

June 21, 1971

City of Wilsonville
P. O. Box 155
Wilsonville, Oregon 97070

ATTENTION: Mr. Phillip Balsiger
Mayor

Re: Water Line Conduit Installation
E. Portland Freeway-Wilsonville Section
Pacific Highway
Clackamas and Washington Counties
Project No. I-5-5(44)285

NOTED
A. E. JOHNSON

Gentlemen:

The installation of conduits for the future expansion of the City of Wilsonville's water system has been completed as part of the contract for the subject highway project. The actual installation required length of conduit and trench excavation in excess of that originally estimated in our letter of June 5, 1969. Pavement replacement, not originally anticipated, was also required after the installation of the two conduits. Quantities required for the conduit installations are as follows:

24-inch culvert pipe (conduit) at Station 482+75			
24-inch culvert pipe	326 l.f.	@ $4.40 =	$1434.40
Trench excavation	210.39 c.y.	@ $2.50 =	$ 525.98
Pavement replacement	71.8 ft.	@ $7.00 =	$ 502.60
30-inch culvert pipe (conduit) at Station 429+50			
30-inch culvert pipe	345 l.f.	@ $6.60 =	$2277.00
Trench excavation	610.93 c.y.	@ $2.50 =	$1527.33
Pavement replacement	640 ft.	@ $7.00 =	$ 448.00
		Total	$6715.31
	Amount previously deposited with State		$4394.50
	Amount due State		$2320.81

The extra length of pipe and additional trench excavation for the 24-inch conduit installation was necessary to obtain the minimum cover over the conduit under the southbound lanes. The extra length of pipe for additional trench excavation for the 30-inch conduit installation was necessary to obtain the minimum cover over the conduit at the easterly end.

Two copies of the field notes and a cross section for the conduit installations are enclosed for your review and information.

Since the actual cost of the conduit installations has exceeded the original estimate and deposit by the City, you are hereby requested to reimburse the State for the additional cost of $2320.81. Your check should be made payable to the Oregon State Highway Division, and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
V. E. Skoog
L. H. Young
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

RECEIVED
JUN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
WESTERN DIVISION
NORTHERN OFFICE
[illegible]
SOUTH SAN FRANCISCO

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JUN 22 1971
FOR FILING

I-5-5(44)285
7275

COPY

June 11, 1971

RECEIVED
JUN 21 1971
HIGHWAY ACCOUNTING DIV.

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. V. E. Skoog, Controller

Contract No. 7275
East Portland Freeway
Wilsonville Interchange
Pacific Highway Section

Gentlemen:

We return herewith the signed proposed final estimate on the above contract. However, we take exception to the assessed liquidated damages in the amount of $25,500.

Our letter of December 15, 1970, requests that an extension of the Contract Time be granted and it also states the justification for such an extension. Until this assessment can be resolved, we wish to retain our full contractual rights for negotiation and determination of final payment.

Very truly yours,

GUY F. ATKINSON COMPANY

R. J. Dodson

R. J. Dodson
Area Manager

Encl.

NOTED
FLOYD QUERY

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JUN 11 1971

I-5-5(44)285
1475

June 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Request for Extension of Time
East Portland Freeway-Wilsonville
Interchange Section
Oregon Project No. I-5-5(44)283
Contract No. 7275

Guy F. Atkinson Company has requested an 85-day extension of the contract time on the subject project, citing eight separate reasons. The first is weather, five are related to added quantities or orders, and two concern the sequence of A.C. shoulder paving and alleged delay in staking signing items.

This job started in June 1969, with 365 calendar workdays allowed which contemplated a two-season job with completion in September 1970. The project was completed December 7, 1970, with 85 days liquidated damages accrued at $300 per day for $25,500.

NOTED
A. E. JOHNSON

There was some late added signing (Extra Work Order No. 7 and Price Agreement No. 12) which was done on liquidated damage time and the only work performed after November 3, so a 27-day extension is justified. Four other points justify extension.

(1) Added perforated pipe (8-inch drain pipe overrun 33 percent and trench excavation overran 18 percent), particularly 363+00 to 374+50 and 377+40 to 381+00(left) done in May and June 1970, just ahead of shoulder paving. Four days are recommended.

(2) Additional 24-inch corrugated metal pipe (Price Agreement No. 9, 320 feet at Station 431+10. This crossed the freeway, requiring stage work. One day recommended.

Mr. R. E. Simpson
June 2, 1971
-2-

(3) Additional A.C. paving (Price Agreement No. 10 typical section change). This added 3,500 tons that had to be done ahead of the PCC paving in late July and August 1970. Two days recommended, based on rate of production.

(4) Pavement delineators added (Price Agreement No. 11). These were installed in September 1970, on liquidated damage time and with some conflict with other work. Two days recommended.

The above added work all occurred during the second season, or last half of the project, when changes have more influence on completion.

We ask your concurrence in a 36-day extension of time which will leave 49 days liquidated damages in effect for $14,700.

Very truly yours,

R. L. Porter
State Highway Engineer

By

ms

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ms

RECEIVED
MAY 10 1971

FOR FILING

I-5-5(41)285
7275

May 10, 1971

Fidelity & Deposit Company of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

On May 7, 1971, we wrote to you concerning release of final payment on Contract No. 7275 awarded to Guy F. Atkinson Company for work on the E. Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

Final payment on this contract is $1,538.00 and the total contract amount is $3,717,677.02, including $34,957.90 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DW

cc Guy F. Atkinson Company
P. O. Box 1000
South San Francisco, CA 94080

bc Frank Morgan
Iven Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
MAY 7 - 1971
FOR FILING

I-5-5(44)285
7275

May 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 7, 1970 on Contract No. 7275. The contract was with Guy F. Atkinson Company and was for grading, paving, structures and signing on the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 5, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

SP*23657-734

I-5-5(44)385
77-15

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1971

SUBJECT: Illumination
Stafford Road Interchange

To:
F. B. Crandall
Traffic Engineer

Attn: L. E. George

Building

NOT
A.E. J

The subject illumination has been under considerable investigation and discussion.

At this point, a plan for additional delineation including sight posts, warning signs and shoulder stripe, has been recommended by the Region and approved.

I have had considerable discussion with Art Mosely on at least three occasions, and have advised him that the subject delineation steps would be taken but I did not feel that illumination of this rural interchange was justified.

For your information, I have attached copies of the correspondence which has accumulated since commencing this project.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp
Attachments

cc: A. E. Johnson
L. W. Rulien

OFFICE OF
STATE HIGHWAY ENGINEER

8 - 1971

FOR FILING

I-5-5(44)

7275

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1971

To: MEMO TO THE FILES

SUBJECT: PCC Pavement Smoothness
Contract Nos. 7150, 7151 and 7275
I-5 and I-205

On February 9, 1971, A. C. Harwood, Region 1 Construction Engineer, wrote a letter concerning the PCC pavement smoothness as related to specifications, grinding work performed, results attained by the grinding and proposed penalty for some portions of the work on the following contracts:

West Linn-Tualatin River Section	Contract No. 7150
Tualatin River-Pacific Highway Section	Contract No. 7151
East Portland Freeway-Wilsonville Section	Contract No. 7275

Subsequently, a meeting was held at Region I office at which L. W. Rulien, A. C. Harwood, myself, and others discussed in detail the various aspects of the smoothness problem. At this meeting, more specific data than was set forth in the letter was requested and as soon as it was obtained, it was decided that another meeting would be held also to be attended by C. T. Christianson, Area Engineer, Federal Highway Administration, to again discuss the entire problem and see if all were in agreement as to acceptance and penalty on non-specification pavement smoothness.

On March 2, another meeting was held in Region I office attended by L. W. Rulien, A. C. Harwood, M. D. Glenn, C. T. Christianson and myself. At this meeting, the following data was set out:

1. There was 640 Lin. Ft. of 12-foot pavement removed and replaced.

2. There was some $50,000 plus spent on grinding to secure more smoothness and a better riding surface. Most of this was involved in the 12-foot lanes on I-5 sections.

3. Although smoothness was not entirely within specifications, additional grinding was considered to serve no purpose as it would not appreciably improve the riding and it would mar the surface appearance. Most of the remaining roughness was in low area where patching would be impractical and grinding of no benefit.

4. It was determined that while the specifications were a minimum of 5 inches per mile allowed, no penalty should be assessed on areas which were under 7 inches per mile as established by profilograph readings. The 24-foot placed pavement was substantially within this limit after roughness at construction joints and other noticeable areas which affected a smooth ride were ground. Therefore, no penalty was recommended on the 24-foot sections. The 12-foot panels were considerably rougher and a penalty on non-specification smoothness was recommended on all areas outside the 7-inch per mile limit.

Penalty recommended was the amount of inches out of the 7-inch per mile limit times the estimated cost per inch that grinding had accomplished on the previous grinding work. This was estimated at $50/inch in the 1/10 mile increments. This $50 price was the cost of the 12-foot panel grinding and not that of the 24-foot which was lower. On this basis, the penalty on the projects was as follows:

West Linn-Tualatin River Section, Contract 7150	No penalty
Tualatin River-Pacific Highway Section, Contract 7151	$1,685.50
E. Portland Freeway-Wilsonville Section, Contract 7275	$4,440.00

C. T. Christianson, Federal Highway Administration Area Engineer, stated he would recommend approval. He requested a copy of the data and computations as discussed to serve as supporting records for the acceptance. Region will work up and submit this.

John H. Walker
fw
John H. Walker
Field Construction Engineer

JHW:fw

cc: A. E. Johnson
L. W. Rulien

I-5-5(44)285
7275

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: E. PORTLAND FREEWAY - WILSONVILLE INTERCHANGE

WEEK ENDING: February 6, 1971

SECTION PREFIX: 603-1005

HIGHWAY: Pacific

COUNTY: Washington & Clackamas

NAME OF JOB: E. PORTLAND FRWY.-WILSONVILLE INTERCH.

KIND OF WORK: Grading, Paving, Structures & Signing

CONTRACTOR: Guy F. Atkinson Company

CONTRACT NUMBER: 7275

FEDERAL AID PROJECT NUMBER: I-5-5(44)285

DATE OF CONTRACT: May 20, 1969

DATE WORK STARTED: June 5, 1969

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 365

CALENDAR DAYS USED: 450

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 123.3%

PROJECT AUTHORIZATION: $4,347,460.12

EXCLUSIVE OF ENGINEERING: $4,038,307.40

ENGINEERING AUTHORIZATION: $309,152.72

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,736,173.75

ENGINEERING COST TO DATE: $346,464.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.5 %

PERCENT OF AUTHORIZATION: 112.1 %

DATE PROJECT WAS COMPLETED: December 7, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE -Stone	~~OIL MIX OR~~ PAVE.	MAT'L. PROD.	CTB	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	"B" Mix ~~OIL &~~ BITUMINOUS MACADAM	P.C.C. PAVING
MILES IN PROJECT	3.30	3.30		3.30	3.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.30	3.30		3.30	3.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	522,000	139,600		37,000	34,000
TOTAL QUANTITIES CORRECTED TO DATE	491,198.3	109,900		51,642.9	31,204.09
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	491,198.3	109,900		51,642.9	31,204.09
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7575A	7579A	7695A					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			BEN GIFFORD
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Partly Cloudy			
THURSDAY	Cloudy Showers			
FRIDAY	Foggy			
SATURDAY				

RECEIVED
FEB 3 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jan. 31 SUNDAY	
Feb. 1 MONDAY	No work this date
2 TUESDAY	No work this date
3 WEDNESDAY	No work this date
4 THURSDAY	No work this date
5 FRIDAY	No work this date
6 SATURDAY	

REMARKS

The Semi-Final will be submitted to the Regional Office on Monday Feb. 8, 1971.

cc: Constructian 2 ✓
BPR
Bridge
Division
File

SIGNED James W Cochell LOCATION Tigard
James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP F216

JAN 20 1971

I-5-5(44)295

7275

January 19, 1971

Mr. and Mrs. Edwin Ridder
Route 1, Box 651-A
Wilsonville, Oregon 97070

223

Dear Mr. and Mrs. Ridder:

Thank you for your letter of December 29 concerning the lack of lighting on the Stafford Overpass on I-5.

Construction of lighting on freeways is subject to approval of the Federal Highway Administration. In the past, the regulations which they impose required a substantial local contribution as a prerequisite to approval of lighting. This requirement has been met in many, many instances by soliciting the participation of either County or City officials to the extent of accepting the costs of the electrical energy. In this case, Washington County was unable to accept such costs due to budgetary limitations; hence, no approval was secured.

At the present time, we are negotiating with the League of Oregon Cities and the Association of Oregon Counties relative to a new basis for participation, not only in lighting, but signals and flashing beacons.

After a new agreement with these agencies is finalized, consideration will be again given to the lighting of the Stafford Road Overcrossing.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
[illegible] W. Klaboe (enc.)
A. E. Johnson
Victor D. Wolfe
Ivan Merchant
F. B. Crandall (enc.)
H. S. Cox "
L. W. Rulien "

AEJ:sr/TE:ja

Lillian C. Ridder
Route 1, Box 651-A
Wilsonville, Oregon 97070

Dec 29, 1970

Mr. Roderick Porter
State Highway Engineer

Johnson Draft

Dear Sir,

We live on Interstate 5, between Stafford & Boeckman overpass - two miles north of Wilsonville.

We feel that the lack of lighting on Stafford overpass is extremely dangerous at night and on foggy days.

At present the only lighting is on the signs attached to overpass over the freeway; giving no visibility on access roads to and from Overpass.

Before the change on overpass, it was lighted by 4 or 6 lights.

Will you please inform us on future plans regards to lighting; - or what we can do to secure such lighting.

Sincerely

Mr. & Mrs. Edwin Ridder

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

		RESPONSIBILITY FOR	
TYPE OF WORK	INSTALLATION	MAINTENANCE	POWER CONSUMPTION
SIGNALS and FLASHING BEACONS			
Highway to Highway	State	State	State
Highway to City Street			
Cities under 5,000	State	State	City
Cities 5,000 - 10,000	25% City - 75% State	State	City
Cities over 10,000	50% City - 50% State	State	City
Cities over 50,000	50% City - 50% State	City	City
Highway to County Road	Split on number of legs	State	County
School Crossings	Negotiated Basis - State - ~~County or City~~ County or City + School Dist.	State	Negotiated - Co. or ~~County or City~~ City and school dist.

(On all of above, each jurisdiction to bear its cost of left-turn refuges if necessary.)

ILLUMINATION			
Freeways Only	State	State	State
ABC, Spot or Linear	75% County or City - 25% State	County or City	County or City

(On illumination on ABC, installations to conform to standards City or County uses on off-system installations.)

******** //// (Not retroactive.) //// ********

SIGNS

12/7/70
TE:ja

JAN 20 1971

FORM 2-20 (REV. 10-69)

FOR FILING

I-5-5(44)285
7275

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 15, 1971

To:

Memo to the File

SUBJECT:

Cascade Construction Company
P.C.C. Pavement
Three Projects -- East Portland Freeway and I-5
Contract No's.: 7150, 7151, 7275

On Thursday, January 14, 1971 a meeting was held in Region One office at Milwaukie attended by the following:

Cascade Construction Company: Morrie Conway & Pete Idlewine

Guy F. Atkinson: Dorm Taylor & Bill Ott

O.S.H.D.:	F. D. Morgan	J. W. Cochell
	John Walker	Lloyd Turk
	A. C. Harwood	John Scofield
	D. D. Rohrbough	Jim McNamee
	R. T. Heinz	L. W. Rulien

This meeting was requested by Mr. Conway of Cascade Construction Company in order that he might discuss with us his Portland Cement Concrete paving on the subject contracts, and some outstanding matters. He was concerned about three aspects of the work, each of which will be discussed in the order presented.

(1) Joint Repair Problems and Costs

Mr. Conway inquired into the number of joints that needed to be fixed, referred to the fact that they have fixed two joints, that the cost of fixing these joints particularly due to the special concrete used was high. He contended that the joints were needing the repair not because of any shortcomings in their work, but because of design faults. It was determined that there are only three joints on all three projects which need attention, that all three of these joints are on I-5 and in the 12-foot outside panels.

One joint is at the extreme south end of the East Portland Freeway-Wilsonville project where the 12-foot, southbound, outside panel abuts the Lord Brothers concrete. This joint showed extreme distress, was badly fractured, considerably spalled and needed to be fixed. It was repaired once; however, the repair did not cover a sufficient area and the joint is again failing beyond the previous repair. Another joint is also on the same project in the southbound 12-foot panel near the Stafford Road interchange. This has not been repaired before. The third joint is again on a 12-foot panel, but on the northbound lane at the north end of the East Portland Freeway-Wilsonville project. This joint was repaired last Friday, January 8, 1971.

It was indicated that we did not feel there was a design deficiency because the number of joints that are giving trouble are rather minimal compared to the numbers of joints that were made, but that we would keep costs on the repairs and would take some cores at the joints and make a further determination and review of the joint and its design. But that since there was no argument whatsoever over the fact that the joints did need to be repaired, that we expected Cascade to make this repair at an early date.

(2) Portland Cement Concrete Pavement Smoothness

The question of profile-o-graph, specifications, grinding, ridability and surface smoothness was discussed at some length. Mr. Conway's concern is with the fact that some of the Portland Cement Concrete pavement on all three jobs, regardless of the corrected work done, does not meet the requirements established for the profile-o-graph index. His concern was that we recognize and give them credit for the problems which they experienced with a new operation, new equipment, new people and the effort that they made to do a good job and the monies they expended in correcting the ridability on the pavement by grinding, their distressed financial situation and that we minimize or forego any penalty assessment for the profile index on these jobs. We indicated that the final completed summaries for the three projects on the profile-o-graphs which were run after all the corrective action had been taken were still being prepared, but were for practical purposes nearly completed. We indicated that we would make these summaries, review the final results and make a recommendation at an early date.

(3) Payment for Portland Cement Concrete, Cubic Yard Basis

Mr. Conway indicated that their tally at the batch plant compared to the pay quantities for the work on I-5 and, in particular on Cochell's job, indicates the possibility of 2300 cubic yards for which they have not received payment, and for which they can't account. It was indicated that the concrete paving on I-5 was paid for on a cubic-yard-in-place basis, and that the number of cubic yards had been determined by cross sectional measurement every 25 feet. Various ways in which differences between batch count and in-place measurement could result were discussed. It was suggested that Mr. Conway review the data in the resident engineer's office and satisfy himself as to the manner in which the measurements were taken and the calculations made. Mr. Conway indicated to me by phone later in the day that he would visit Cochell's office and go over his computations.

L. W. Rulien
Regional Engineer

RECEIVED
JAN 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc A. E. Johnson
F. D. Morgan
J. W. Cochell
R. T. Heinz
D. D. Rohrbough

RECEIVED
JAN 5 - 1971
FOR FILING

I-5-5(44)
7275

January 4, 1971

167

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Labor Compliance Complaint
Guy F. Atkinson, Prime Contractor
Erosion Control, Inc., Subcontractor
Oregon I-205-7(12)290 and I-5-~~4~~5(44)285
#7121 → 7275

Reference is made to your November 16, 1970, memoradum concerning the subject complaint. Our investigation indicates that the complainant had not received the required minimum wage for work he performed for a subcontractor.

The complainant, Mr. C. Jellison, has now been paid the difference between what he received on the job and what he should have received at the prescribed minimum wage. Mr. Jellison has signed a release of claims for wages due. Supplemental payrolls showing the appropriate pay scale have been prepared by the subcontractor, Erosion Control, Inc.

We consider the complaint resolved.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
DES:fw ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 16, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Labor Compliance Complaint by Guy F. Atkison -
Prime Contractor
Erosion Control Inc. Subcontractor
Oregon I-205-7(12)290
Oregon I-5-5(44)285

The attached complaint form and letter dated November 1, 1970 from Mr. C. Jellison was forwarded to our Regional office by the U. S. Department of Labor.

Please take appropriate action pursuant to Chapter 418-5 of the Labor Compliance Manual and advise us of your action for use by our Regional office in reporting to the Department of Labor.

Enclosure

Routing
Morgan
Decker
[illegible]
[illegible]
Boehme
Johnson

RECEIVED
NOV 19 1970
CONSTRUCTION DIVISION

Johnson
Pls handle

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form Approved
Budget Bureau No. 44-R1118

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR AND PUBLIC CONTRACTS DIVISIONS

You are shown as employed (or formerly employed) on the project named below. In order to help the U. S. Department of Labor determine whether your employer complied with Federal Labor Laws applicable to this work, please fill in the answers to the questions on both sides of this form. You may also use other paper for any additional information you believe would be helpful in determining whether you or others have been properly paid.

This inquiry is for use by the Department of Labor and is confidential. Please return the completed form within 3 days after you receive it, using the enclosed envelope which requires no postage. The fact that we are asking for this information does not imply that the employer has violated any law.

Very truly yours,

EMPLOYER: X EROSION CONTROL INC.
(Name of contractor or subcontractor)
P.O. BOX 1268 GRANTS PASS, OREGON 97526
(Address)

PROJECT: X GUY F. ATKINSON I-205 PROJECT
(Identify project by name or type)
+ GIBBONS + REED CO. CLACKAMAS ALSO ASTORIA -(CONT UNKNOWN)
(Location)

ANSWER AS MANY OF THE FOLLOWING QUESTIONS AS YOU CAN, AND AS BEST YOU CAN:

1. Period employed: From 9-14-70 (Month and year) To 10-17-70 (If still there, state "present")

2. Give your regular job classification and rate(s) of pay: TRUCK DRIVER
NOT INFORMED OF RATE UNTIL CHECK RECEIVED 10/16/70.

3. Describe the kind of work regularly performed and the tools or equipment you used:
DRIVING TRUCK — HANDLING LOADING + UNLOADING HAY

(continue on other side)

Form WH-352 (6/68)

4. If you performed work other than your regular work, describe it and give the rate(s) of pay:

5. What was your usual starting and quitting time each day: 6:30 or 7:00 AM PM to DARK AM PM

Were time records kept? YES - BY SELF (Yes or No) Were you paid for all the hours worked? NO (Yes or No)

6. If you worked overtime on this project, were you paid at least time and one-half your rate for:

a. Over 8 hours a day? YES @ 3¢ PER HOUR - BUT NOT AT SCALE (Yes or No) b. Over 40 hours a week? (Yes or No)

7. List the names of some other employees (including your foreman) who saw or know about the work you did: Foreman: Bill Randall   Lloyd Ford, Vice Pres
Bill Baird + crew of 4 other men.

8. List the names and best-known addresses of any employees you believe were paid less than the correct rates for their jobs, or who were not paid overtime: Unknown

9. If you were employed or classified as an apprentice, state whether or not you were registered in an apprenticeship program. If so, please identify it and give the date you were registered:

10. If deductions other than Social Security and Withholding Taxes were made from your wages, please state what the deductions were for: State Industrial Accident

Your signature Date 11-1-70 Home phone No. 746 1953

Address P.O. Box 41 Goshen, Oregon 97401 Date of birth (if under 21) (Month, day, year)

NOV 3 1970

GENTLEMEN —

MY COMPLAINT IS THAT I WAS NOT PAID THE GOING WAGE FOR THE JOB. I ASKED THEM MANY TIMES FOR MY RATE OF PAY AND THEY WOULD NEVER TELL ME —. ~~[illegible]~~ I RECEIVED A DRAW CHECK AFTER TWO WEEKS + STILL HAD NO WAY OF KNOWING THE RATE OF PAY. I DID NOT FIND THIS OUT UNTIL I RECEIVED A CHECK 10-16-70 AND I WAS SHOCKED TO FIND IT WAS $\$3^{\underline{00}}$ PER HOUR, BECAUSE THEY HIRED LABORERS FROM ASTORIA & PORTLAND FOR $\$5^{\underline{50}}$ PER HOUR.

I WOULD APPRECIATE ANYTHING THAT CAN BE DONE TO RECTIFY THIS PAY DIFFERENCE.

Cecil E Jillison

RECEIVED
JAN 15 1971
FOR FILING

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

I-5-5(44)285
7275

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 11, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7275
Prefix 603-1005
FAP I-5-5(44)285

Dear Sir:

All work under Contract No. 7275, East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties, was completed on December 7, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 1-5-71

NOTED
TOM EDWARDS

Conditions noted on above date:

Final acceptance will be conditioned on patching of some joints and assessment of an appropriate penalty for noncompliance with smoothness specifications.

for R. E. Simpson
Division Engineer

CTC:bk

VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
JAN 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE 9-2?-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-16-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name	E. PORTLAND FRWY. - WILSONVILLE INTERCHANGE	Date	September 2?
Highway	Pacific	Contract No.	7275
County	Washington & Clackamas	Prefix	603-1005
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I-5-5(44)285
Address	P.O. Box 318, Tualatin, Oregon 97062	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Supply and install signs, structure mounts and sign illumination equipment for sign nos. 26 & 27 as shown on Drawing No. S-588 (rev. 10/69).

Location by station numbers:

"L5" 349 + 75 - No. 26
"L6" 483 + 75 - No. 27

Estimate of quantities and cost:

Materials	$ 2,000.00
Labor	800.00
Equipment	400.00
TOTAL	$ 3,200.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No allowances were made for this work under the original authorization. All work performed under this order shall comply to the Standard Specifications and to Drawing Nos. S-588(rev. 10/69), S-589(rev. 10/69), and 24522 (rev. 10/69).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,347,460.12
Present estimate of project cost, including $ 3,200.00 for work under this order	$ 4,337,315.22
Expected under-run ~~overrun~~ amount	$ 10,144.90
Expected under-run ~~overrun~~ per cent	0.2%

Space to right of this line is for use of Salem Office

Submitted by: James W. Cochell
James W. Cochell
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approved
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer
10-26-70

State Printing

I-5-5(44)285

Form A-106—5M

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7275

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 8-25-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-26-70
U. S. BUREAU OF PUBLIC ROADS

Order No. 8

Project Name E. Portland Frwy. - Wilsonville Interch.
Date August 25, 1970

Highway Pacific
Contract No. 7275
F. A. Project No. I-5-5(44)285

County Washington & Clackamas
Prefix 603-1005
Account No. 274-08

Description of Work To Be Done: Provide and install necessary signing to detour traffic around I-5 work area. Traffic to be detoured at Nyberg and Stafford Rds. by way of Hwy. 217.

NOTED
A. E. JOHNSON

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Materials	$ 2,000.00
Labor	1,000.00
Equipment	1,000.00
Total	$ 4,000.00

NOTED
TOM EDWARDS

Explanation:

Materials to be provided by State, and removed by State Forced, when no longer needed. This work has been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,347,460.12	
Present estimate of project cost, including $4,000.00 for work under this order	$4,347,460.12	
Expected under-run over-run (amount)	$ 0.00	
Expected under-run over-run (per cent)	0.00	

Submitted by: James W. Cochell
James W. Cochell
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
for Construction Engineer or ~~Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer

State Printing

RECEIVED
JUL 23 1970

FOR FILING

I-5-5(44)225

7275

INSPECTION NO. ________

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job: E. Portland Freeway - Wilsonville Int. Tualatin River - Pacific Highway

Contract No. 7275 7151

Highway: Pacific - I-5

Contractor: Guy F. Atkinson

Date: July 14, 1970

____	Initial	)
X	Intermediate	)
____	Final	)
____	Special	)

Inspection Made by:
J. Walker
L. Rulien
J. Cochell
D. Rohrbough

REMARKS

This inspection was primarily to determine if sufficient smoothing by grinding had been accomplished on the 12 ft. outside P.C.C. lane to allow A.C. paving of the shoulder and then paving of the other required two 12 ft. P.C.C. lanes. After riding over the 12 ft. P.C.C. outside lane it appeared that the lane south of the Stafford Rd. Interchange and the portion of the Pacific Highway on the Tualatin River-Pacific Highway was very good. The balance may require some small additional grinding, however, this could be determined better when barricades were removed and brooming of surface was done.

It was decided to proceed with the balance of the paving of shoulders and other P.C.C. lanes.

This work referred only to the Northbound lanes on this project. Grinding work is continuing on the Southbound 12 ft. P.C.C. lane.

NOTED
A. E. JOHNSON

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:kp
cc: Div. Engr. A. E. Johnson
L. W. Rulien
Res. Engr. James Cochell
D. D. Rohrbough

John H. Walker
Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 23 1970
FOR FILING

I-5-5(44)285
7275

INSPECTION NO. 3C

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job: E. Portland Freeway - Wilsonville Int. Tualatin River - Pacific Highway

Contract No. 7275 7151

Highway: Pacific - I-5

Contractor: Guy F. Atkinson

Date: July 14, 1970

		Inspection Made by
	Initial	J. Walker
X	Intermediate	L. Rulien
	Final	J. Cochell
	Special	D. Rohrbough

REMARKS

This inspection was primarily to determine if sufficient smoothing by grinding had been accomplished on the 12 ft. outside P.C.C. lane to allow A.C. paving of the shoulder and then paving of the other required two 12 ft. P.C.C. lanes. After riding over the 12 ft. P.C.C. outside lane it appeared that the lane south of the Stafford Rd. Interchange and the portion of the Pacific Highway on the Tualatin River-Pacific Highway was very good. The balance may require some small additional grinding, however, this could be determined better when barricades were removed and brooming of surface was done.

It was decided to proceed with the balance of the paving of shoulders and other P.C.C. lanes.

This work referred only to the Northbound lanes on this project. Grinding work is continuing on the Southbound 12 ft. P.C.C. lane.

NOTED
A. E. JOHNSON

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:kp
cc: Div. Engr. A. E. Johnson ✓
L. W. Rulien
Res. Engr. James Cochell
D. D. Rohrbough

Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 14 1970
FORM 6-30 (REV. 10-69)
FOR FILING

I-5-5(44)285
7275

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1970

SUBJECT: Pavement Markers
E. Portland Fwy. Interchange-
Wilsonville Interchange Section
Pacific Highway No. 1
Clackamas County
Contract No. 7275

To: F. D. Morgan
Construction Engineer

BUILDING

Please take the necessary action to have pavement markers installed on the above-named section. Request has been made with the Bureau of Public Roads for approval of this change.

Attached are specifications and plans for installing the markers. You will note that the markers will replace the normal lane line striping on the freeway and supplement the edge stripe. Also attached for your information is a tabulation of the estimated number and cost of each type of marker required.

If any additional information or plans are required, please contact this office.

L. E. George
Operations Engineer

ELS:bls
Attachments
cc:F. B. Klaboe
Tom Edwards

NOTED
F. B. KLABOE

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

I-5-5(44)285

Form E-209-5M

7275

STATE COPY 6-11

APPROVED EFFECTIVE DATE 7-9-70

Contingent upon modification of project agreement if additional funds are required

BY [illegible]

TITLE Engineering Coordinator

DATE 7-21-70

U.S. BUREAU OF PUBLIC ROADS July 3 1970

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name E. PORTLAND FRWY. - WILSONVILLE INTERCHANGE

Highway Pacific

County Washington & Clackamas

Contractor Guy F. Atkinson Co.

Address P.O. Box 318, Tualatin, Oregon 97062

Contract No. 7275

Prefix 603-1005

F. A. Project No. I-5-5(44)225

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: ~~XXXX~~ Adjust drainage facilities to provide adequate drainage, and slopes throughout the project. Remove and rebuild inlets which are too low.

Location by station numbers:

"L6" 447+10, "L5" 483+50, and "L5" 501+00.

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Materials	$ 550.00
Labor	400.00
Equipment	250.00
TOTAL	$ 1,200.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No allowances were made for this work under the original authorization. Standard Specifications shall apply for all work performed under this order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,460.12
Present estimate of project cost, including $ 1,200.00 for work under this order	$4,307,054.71
Expected under-run amount	$ 40,405.41
Expected under-run per cent	0.93%

Space to right of this line is for use of Salem Office

Submitted by: for: James [illegible] Cochell, Resident Engineer

Approval Recommended: Allen [illegible], Division Engineer

Approval Recommended: [illegible], Construction Engineer or Bridge Engineer

Approved [illegible], ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or Office Engineer. Const.

J.K.

State Printing

Form [illegible]

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(44)285
7275

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-16-70
U. S. BUREAU OF PUBLIC ROADS

Project Name E. PORTLAND FRWYL - WILSONVILLE INTERCHANGE
Date May 22, 1970
Highway Pacific
Contract No. 7275
County Washington & Clackamas
Prefix 603-1005
Contractor Guy F. Atkinson Co.
F. A. Project No. I-5-5(44)285
Address P.O. Box 318, Tualatin, Oregon 97062
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove excess A.C. pavement on the "L5" and "L6" lines. This work is necessary to provide adequate depth for the P.C.C. pavement.

NOTED
F. B. KLABOE

Location by station numbers:

"L5" & "L6" 339+00 to 513+00

Estimate of quantities and cost:

Materials	0.00	
Labor	3,000.00	
Equipment	2,000.00	
TOTAL		$ 5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No allowances were made for this work under the original authorization. Standard Specifications shall apply for all work performed under this order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	4,347,460.12	
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 4,323,129.71	
Expected under-run ~~over-run~~ amount	$ 24,330.41	
Expected under-run ~~over-run~~ per cent	0.56%	

Space to right of this line is for use of Salem Office

Submitted by: James W. Cochell
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer

6-18-70

State Printing

RECEIVED
MAR 6 - 1970
FOR FILING

I-5-5(44) 285
7275

March 5, 1970

Oregon State Highway Commission

Gentlemen:

In 1963, we scheduled the reconstruction of the substandard Stafford Road Interchange on I-5. As is normally the case, we also requested the General Telephone Company to relocate certain of its facilities from the existing right-of-way to a new location that would not interfere with our construction plans.

The General Telephone Company, co-operating with us to the best of its ability, did, in fact, immediately relocate the telephone lines at its expense (they were on highway right-of-way by permit).

Subsequent to this action, we received new guidelines from the Bureau of Public Roads which we felt would allow us to expand the basic facility from the planned four lanes to six lanes. As a result, the project was deferred and a successful campaign was launched with the Bureau of Public Roads for the six laning of I-5 between Wilsonville and Tigard. (Stafford Road lies within this section.)

The six-lane design, which required the complete redesign of the Stafford Road Interchange, also required the General Telephone Company to once again move its lines at a cost of $2,998.89.

Historically, we have paid the cost of a second utility move when said second move occurred as the result of a change on our part or as the result of a change in design as was the case here. Our relationship with utility companies would seriously deteriorate if we acted differently.

Even though the Bureau of Public Roads refuses to recognize any obligation in these cases, I recommend that you authorize the payment of $2,996.89 to the General Telephone Company for this second move.

This matter will be on the agenda for your consideration at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. W. Rulien

FBK:srb sr

RECEIVED
MAR 4 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(44)285
7275

March 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Power Line Facility Adjustment
Wilsonville Substation
East Portland Freeway-Wilsonville Section
Pacific Highway
Washington & Clackamas Counties
Project No. I-5-5 (44) 284

NOTED
F. B. KLABOE

Gentlemen:

Reference is made to our letter of July 16, 1969 which requested your approval of a lump sum agreement in the amount of $2,870.48 and authorization to proceed with the relocation of PGE's facilities in conflict with the reconstruction of Boeckman Road Overcrossing. Reference is also made to your memorandum of July 29, 1969 which approved the lump sum estimate and authorized the utility to proceed with their work as of that date.

On September 3, 1969 Mr. Phil Preston contacted your office to request, and received, verbal authorization from Mr. C. R. Burghardt, to overrun the previously approved lump sum estimate approximately $300. The overrun was caused by PGE's inability to "trench" the poles over as originally planned. The embankment for the structure approaches made it impossible for PGE to "trench" the poles over to the new location. New poles had to be installed and power lines transferred across.

Enclosed you will find a final billing, for the cost of relocating PGE's facilities, in the amount of $3,136.00. This exceeds the original authorization by $265.52.

Your approval of the revised lump sum cost of $3,136.00 is hereby requested.

JMC:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe
V. L. Gallagher (2)
V. E. Skoog
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

Enclosure

RECEIVED
MAR 4 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-5-5(44)285

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7275

March 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Power Line Facility Adjustment
Wilsonville Substation
East Portland Freeway-Wilsonville Section
Pacific Highway
Washington & Clackamas Counties
Project No. I-5-5 (44) 284

NOTED
F.B. KLABOE

Gentlemen:

Reference is made to our letter of July 16, 1969 which requested your approval of a lump sum agreement in the amount of $2,870.48 and authorization to proceed with the relocation of PGE's facilities in conflict with the reconstruction of Boeckman Road Overcrossing. Reference is also made to your memorandum of July 29, 1969 which approved the lump sum estimate and authorized the utility to proceed with their work as of that date.

On September 3, 1969 Mr. Phil Preston contacted your office to request, and received, verbal authorization from Mr. C. R. Burghardt, to overrun the previously approved lump sum estimate approximately $300. The overrun was caused by PGE's inability to "trench" the poles over as originally planned. The embankment for the structure approaches made it impossible for PGE to "trench" the poles over to the new location. New poles had to be installed and power lines transferred across.

Enclosed you will find a final billing, for the cost of relocating PGE's facilities, in the amount of $3,136.00. This exceeds the original authorization by $265.52.

Your approval of the revised lump sum cost of $3,136.00 is hereby requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
V. L. Gallagher (2)
V. E. Skoog
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

Enclosure

RECEIVED
JAN 28 1970
FOR FILIN

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(314)285
7275

January 27, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Telephone Facility Adjustment
General Telephone Company of the Northwest, Inc.
Stafford Interchange
East Portland Freeway-Wilsonville Interchange Section
Pacific Highway
Project No. I-5-5 (33) 284

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of General Telephone Company's estimate for the relocation of their facilities dated October 9, 1969.

2. Two (2) copies of a sketch map prepared by General Telephone Company showing the adjustments made to accommodate the subject project.

3. Two (2) copies of our Staff Attorney's letter dated March 27, 1969, which sets forth that portion of the Company's facilities in conflict with the subject project.

4. Two (2) copies of a Memo to the Files prepared by Mr. Jack Hesla dated April 9, 1969, setting forth the circumstances causing the initial relocation of General Telephone Company's facilities.

The State, in anticipation of the proposed improvement of Stafford Road Interchange requested and approved, in March of 1967, the relocation of General Telephone Company's (West Coast Telephone Company) facilities in conflict with the proposed construction. The facilities, as originally located, were on State highway right of way and therefore the relocation was non-reimbursable. The relocation of General Telephone Company's facilities was completed on August 3, 1967. That relocation was made in good faith in a most timely manner on the assumption that the proposed project was actually to be constructed. The proposed improvement was never let to contract, and that relocation, in the final analysis, was unnecessarily imposed on General Telephone Company. Their second, and final, adjustment was started on June 20, 1969 and completed on August 15, 1969. An eligibility date of June 20, 1969 was established with your Mr. C. T. Christianson prior to the beginning of work.

The State's relationship with General Telephone Company was, prior to these instances, and has since been, one of efficient and timely cooperation. It is our opinion that the State, in requesting an unnecessary relocation of General Telephone Company's facilities, has caused them an inconvenience and unnecessary expenditure of the Company's funds, thus jeopardizing the atmosphere of cooperation the State and the Company presently enjoy. One of the foremost and continued problems in utilities liaison is the accomplishment of utility relocation prior to the contract letting.

Although we have the right to demand that a utility move to accommodate our construction at their own cost when their facilities occupy public road right of way, we still must have the complete cooperation of the utilities involved to accomplish the necessary adjustments to avoid time consuming and costly delays during construction. As you know, the failure of a utility to cooperate could cause delays that would result in additional expense far greater than the infrequent expense of reimbursing a utility for a second move required by a change in plans. The West Linn-City Limits-St. Johns Bridge and Burlington-Portland Sections of the Columbia River Highway, and the Milwaukie-Harmony Road Section of the Clackamas Highway are examples.

This is the first instance, to our knowledge, that the State has required an adjustment of a relocated facility because a scheduled project was not constructed. Therefore, under these particular circumstances, we feel it is in the public interest to reimburse General Telephone Company for this work. We solicit your approval of federal participation in the lump sum amount of $2,998.89.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
JAN 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form 4-300-6X

STATE COPY

G-1P

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(44)285
7275

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1/19/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
MAR 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name ~~E. PORTLAND-FRWY.~~ - WILSONVILLE INTERCHANGE

Date January 22, 1970

Highway Pacific

Contract No. 7275

County Washington & Clackamas

Prefix 603-1005

Contractor Guy F. Atkinson Co.

F. A. Project No. I-5-5(44)285

Address P.O. Box 318, Tualatin, Oregon 97062

Order No. 4 ~~(Gr.-12)~~

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To upgrade the signing and illumination in the Stafford Rd. Interchange. This work is necessary to protect the traveling public within the interchange, during construction.

This order also covers the removal of all materials installed.

Location by station numbers:

~~XXX~~

415+00 to 435+00.

Estimate of quantities and cost:

Materials	$ 600.00
Labor	150.00
Equipment	100.00
TOTAL	$850.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No allowances were made for this work under the original authorization. Standard Specifications shall apply for all materials and work performed under this order. ~~Materials will become the property of the state.~~

Salvage value of 25% of the cost of reusable signing materials removed under this order will be credited to the project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,460.12
Present estimate of project cost, including $850.00 for work under this order	$4,310,495.73
Expected under-run ~~overrun~~ amount	$36,964.39
Expected under-run ~~overrun~~ per cent	0.85

Space to right of this line is for use of Salem Office

Submitted by: for: James W. Cocnell
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

3-10-70

State Printing

RECEIVED
JAN 16 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 14, 1970

SUBJECT: Meeting with Art Mosley
Re Stafford Interchange

To: MEMO TO THE FILE

NO1
F.B. KLABOE

At his request, I met with Mr. Mosley on Monday, January 12, to discuss problems of access to Burns Brothers truck stop. The request from Mr. Mosley for a meeting was precipitated by an accident which resulted in considerable damage to a truck early Saturday morning.

From Mr. Mosley's description of the accident it appears that there were several contributing factors to the accident, including driver error and confusion, but the principal problem was inadequacy of the roadway section. The roadway width and degree of curvature of the route southbound traffic must take to get to Burns Brothers' facility just will not accommodate a large truck without the truck crossing over the centerline.

I advised Mr. Mosley that it would be impractical, if not impossible, due to the large amount of work required and weather conditions, to eliminate the problem. The possibility of extensive damage to a truck whose rear wheels drop off the pavement edge can be reduced by some judicious building up of the shoulder. Since this particular location has not been affected by construction or the contractor's activity, this work is to be done by maintenance forces.

Other problems Mr. Mosley brought up included the off ramp for northbound traffic, the difficulty in locating the off ramp and the difficulty trucks wanting to go south are experiencing in finding their way back onto the freeway. I advised Mr. Mosley that changing the geometry of the northbound exit ramp at this time would not be practical and would create additional problems, that a stop sign at the intersection of the off ramp and frontage road would not be advisable, and that flashers on the exit sign would be contrary to policy and undesirable. I did agree, as an alternate to illuminating the Stafford Road and the exit, to up grade those signs since they are in extremely poor condition, to provide trail blazer type signing to help traffic get back onto the freeway southbound, and to install at least one luminaire unit in the southbound exit ramp area. I also advised Mr. Mosley that the falsework under the new Stafford Road structure would be moved back from the edge of the pavement, the southbound lanes at least, immediately.

By a copy of this memo, Cochell is directed to accomplish the above work with the exception of building up the shoulders and installing the trail blazer type signing, which is to be done by maintenance, as quickly as possible.

L. W. Rulien
Division Engineer

by Allan Harwood
A. C. Harwood
Assistant Division Engineer

ACH:nlb

cc: F. B. Klaboe
F. D. Morgan
J. W. Cochell
R. V. Cotton
G. N. Hopkins

RECEIVED
JAN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1969
FOR FILE

Form [illegible]-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-5(44)285

7-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 5, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-5-5(44)285
East Portland Freeway-Wilsonville Interchange Section
Consultant Agreement-Conam Inspection Inc.

The consultant agreement with the subject consultant firm of Portland, Oregon for the shop inspection of the steel fabrication for the subject project is hereby approved, as submitted with Mr. Merchant's November 28 letter.

This confirms the tentative approval implied in our September 9 memorandum to you on this subject.

Copy Tom
12-10-69

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 24 1969
FOR FILING

I-5-5(44)285
7275

4 h
11-18-69

November 28, 1969

Consm Inspection, Inc.
511 S. W. Carolina Street
Portland, Oregon 97201

MISC. CONTRACTS and
AGREEMENTS No. 3856

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering steel inspection for the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

Attachment

cc Ivan Merchant
Attn: C. A. Gardner
(8 xerox agreements attached)

RECEIVED
NOV. 17 1969

FOR FILE
I-5-5(44)285
7275

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 13, 1969

SUBJECT: Revision to the Guardrail Details at the Bridge Rail and Posts on Bridges Under Contract

To:
A. E. Johnson
L. W. Rulien
R. D. Asburry
C. T. Keasey
J. F. Putnam
H. S. Coulter

We are attaching reduced size prints each of Drawings Nos. 24846, 23603, 23653, 23610 and 23670 which are the standard handrail drawings for the 2 and 3 tube oval and rectangular handrails along with the new guardrail anchor details at the end posts.

It is the opinion of the Bureau of Public Roads that the revised connection of the guardrail to the end posts is superior to that shown on the previous drawings. They have requested that the new method be used on all structures which use the four types of handrails listed if the structure is not to the stage of construction which would require excessive remodeling. The contracts which have structures with the above type rails which are not as yet completed are as follows:

Division I	Contract 7275	- East Portland Freeway-Wilsonville Interchange Section
	Contract 7261	- Harmony Rd. Intchg.-Cascade Hwy. Sec.
	Contract 7151	- Tualatin R.-Pacific Hwy. Sec.
	Contract 7150	- West Linn-Tualatin River Sec.
Division II	Contract 7316	- Silver Creek (Silverton) Br. Sec.

The Bureau of Public Roads has especially requested that the structures in Contracts 7150 and 7151 be changed. The rest of the contracts listed above have not reached the handrail stage and can be changed with the possible exception of Contract 7261 which is nearing completion and may be at the point where the change would be uneconomical.

NOTED
TOM EDWARDS

The above being a change in plans negotiations for a price agreement should be made and presented through the normal channels as soon as practical.

If more sets of prints are required, please advise.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards (w/1 set) ✓
A. A. Rear (w/1 set)
Herb Schell (w/1 set)

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 - 1969
FO

I-5-5(44) 285
7275

November 6, 1969

Oregon State Highway Commission

Gentlemen:

Structural steel for the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties, Contract No. 7275, is being purchased by the contractor after fabrication by the Isaacson Steel Works at its Seattle, Washington plant. Inspection of the material and fabrication is a contract requirement. All State personnel capable of doing this type of work are currently engaged in the Portland area and will be for considerable time. We propose to engage a consulting firm to do this work.

Conam Inspection, Inc., has made an offer of inspection service for the unit price of $4.12 per ton with a total guaranteed top limit of $2,500.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This is a federal-aid interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query - When the agreement is completed, please furnish
R. L. Porter the Bridge Department with eight copies for
Tom Edwards distribution to the Bureau of Public Roads and
V. D. Wolfe interested people in the Department.
Ivan Merchant
F. D. Morgan V. E. Skoog
G. E. Rohde A. E. Johnson
CAG:dh sr

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-5(44)285

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 16, 1969

In reply refer to: 08-35-DA

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7275

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(44)285
East Portland Freeway - Wilsonville Interchange Section
Pacific Highway
Extra Work Order No. 3

Our area engineer, Mr. Christianson, has advised us that the approval date on the subject extra work order is in error. His records indicate that he was on the project on the date work was started under this order. The half slips recording authorization to proceed show a date of August 29, 1969. This date should have been August 28, 1969. Project records will undoubtedly show work being performed on August 28.

Bureau of Public Roads' approval of Extra Work Order No. 3 is hereby ammended to August 28, 1969 and a copy of this letter should be attached to your file copies of that order.

orig to Morgan
10-21-69

NOTED
F. B. KLABOE
S.

RECEIVED
OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 18 1969
FOR FILI

I-5-5(44)285
7275

September 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

7825

Re: East Portland Freeway-
Wilsonville Interchange Section
Oregon Project I-5-5(44)285
Contract No. 7275
Your File 08-35-EC

Dear Sir:

I have your memo of September 9 approving our request to commission Conam Inspection, Inc. of Portland to inspect the structural steel to be fabricated from the above project by Isaacson Iron Works in Seattle, Washington.

We are this date instructing Conam Inspection, Inc. to proceed with the work and will furnish you with copies of our usual agreement when all necessary signatures are affixed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 9, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-5-5(44)285
East Portland Freeway-Wilsonville Interchange Section
Consultant Agreement-Inspection of Fabrication of Structural Steel

Mr. Merchant's September 2, 1969 letter requested approval of the firm Conam Inspection, Inc. of Portland, Oregon for the inspection of the fabrication of the structural steel for the subject project at the Isaacson Iron Works at Seattle, Washington.

This firm appears to satisfactorily meet the qualification requirements of paragraph 3d of PPM 40-6 and their quoted price is quite reasonable. We, therefore, concur in your opinion that their offer be accepted.

Please furnish this office three copies of the completed agreement for formal BPR review and approval.

NOTED
JON EDWARDS

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 12 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Ivan RA

NOTED
IVAN D. MERCHANT

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

G-IP

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OI-5-5(44) 285

7275

APPROVED ... Contingent upon ... ject ... funds are required

BY A.M. Brooks

TITLE Dist. Engineer

DATE 25 SEP 1969

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	E. Portland Fwy.-Wilsonville Interchange	Date	Sept. 8 1969
Highway	Pacific	Contract No.	7275
County	Washington & Clackamas	Prefix	603-1005
Contractor	Guy F. Atkinson Co.	F. A. Project No.	I5-5(44) 285
Address	P.O. Box 318, Tualatin, Oregon 97062	Order No.	3

U. S. DEPT. OF PUBLIC ROADS

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: In excavating for spread footing at Bent #3 (Norwood U'Xing Bridge #7575A), contractor found satisfactory basalt rock founding material at south end of excavation (planned Elevation 300.0). There was a slight down slope to the north. At planned elevation at north end, the basalt was badly decomposed and soft, with seams containing soft clay and standing water. After obtaining a contract revision authorization, the contractor explored the condition at the north end of the excavation with an air operated clay spade. Found satisfactory founding material at 3' below planned elevation, excavated to this elevation, then poured approximately 25 C.Y. of 5 sk filler concrete to elevation 300.0.

Location by station numbers:

I5, I6 349+80

Estimate of quantities and cost:

Labor:	$150
Materials:	$475
Equipment:	$ 25

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The structural excavation below planned elevation can be paid for as a bid item, but the exploration at the north end of the excavation, the 5sk filler concrete and about 3 C.Y. of 6.3 sk footing concrete poured below elevation 300 should be extras.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,460.12	
Present estimate of project cost, including $650 for work under this order	$	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: R. V. Cotton — R. V. Cotton, Resident Engineer

9-26-69

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Ref'd to Morgan

Approval Recommended: Division Engineer

Approved: G. L. Dersen — ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

RECEIVED
SEP 8 - 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(44)285
7275

September 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Re East Portland Freeway-Wilsonville
Interchange Section
Contract 7275
FAP I-5-5(44)285

The contractor advises us that structural steel for the subject project will be fabricated by Isaacson Structural Steel Company at their Seattle, Washington plant. Inspection of fabrication at this location is a specification requirement. All Highway Division personnel capable of performing this work are committed to similar work in the Portland area and will be required in the Portland area for a considerable time; therefore, we propose to engage a consultant specializing in this type of work to perform the inspection for us.

Following the procedures outlined in our letter of July 18, 1966, we selected two firms for preliminary interviews as to interest in the work, ability to perform and with manpower sufficient to perform the inspection to contract requirements.

Both firms submitted offers. One was so ridiculously high it is not considered a firm offer. The offer of Conam Inspection, Inc. is a firm offer and with your approval we will accept this offer. Copies of the firm's offer, overhead cost statement, cost breakdown, and employees' qualifications are attached.

The offer indicates a rather low price. In an extensive interview with Conam officials, wherein the offer and the Department's requirements were discussed in detail, the officials explained that two items contributed to the apparently low price. These are: Welders currently employed by the plant are currently working on other jobs for this Department and an examination of the fabricator's records indicates no witnessing of welder qualification will be

NOTED
TOM EDWARDS

Mr. R. E. Simpson
Page 2
September 2, 1969

required unless new men are assigned the work, in which case they will conduct specification requirements for welder qualification and, further, no profit item is included in the offer. Their reason for not including profit was, in brief - we want to show Oregon that we are capable of doing a full inspection job as well as radiographic work.

This firm, formerly Industrial X-Ray Corporation, is well known to us as we have worked with them on radiographic work since 1952 when we built our first welded steel structure. They are familiar with our specifications and I am sure will do quality work for us.

Acceptance of the Conam offer of $4.12 per ton will indicate a limiting price for the agreement of:

Inspection 552.5 Ton @ $4.12	$2,276.30
Contingencies	223.70
Limiting Amount	$2,500.00

With your approval, the usual form of agreement will be completed and copies will be furnished to you.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:IH
Attachments

cc Tom Edwards ✓

RECEIVED
SEP 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

INSPECTION

CONAM Inspection, Inc.
NORTHWEST DIVISION • 0511 S.W. CAROLINA STREET • PORTLAND, OREGON • PHONE (503) 246-8861

July 30, 1969

Mr. C. Gardner
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Subject: Inspection of structures on East Portland Freeway, Wilsonville Interchange

Dear Sir:

Our fee to perform the inspection on structures fabricated by Isaacson Iron on the Wilsonville Interchange will be $4.12 per ton.

If at any time further Non-destructive Testing is required on the material this will be charged at an hourly rate of $15.00 per operator hour.

Thank you for the opportunity to quote.

Very truly yours,

CONAM INSPECTION, INC.

Gary J. Will

Gary J. Will
Northwest Division Manager

GJW:gt

Enc.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 31 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

A SUBSIDIARY OF AUTOMATION INDUSTRIES, INC.

Monday 8/4 at 2:00

CONAM
INSPECTION

CONAM Inspection, Inc

SEATTLE LABORATORY — 512 STRANDER BLVD., ANDOVER INDUSTRI L PARK — SEATTLE, WASHINGTON 98188

CHerry 2-5192

August 1, 1969

RESUME

Wesley R. Kelson

Employed by Automation Industries from August, 1965 to February, 1968 in the field of nondestructive testing. Duties at this time involved radiography, ultrasonic, magnetic, penetrant and eddy current inspection.

Employed by R. W. Hunt Co. Engineers from January, 1969 to July, 1969. This time was spent at visual inspection of steel fabrication at Pacific Car and Foundry, Seattle. This included dimensional checks of subassembly and final assembly parts, quality of fabrication and painting. Records kept on heat numbers of parts along with steel analysis. Checked welder certifications, welding equipment and various other duties involved in visual inspection.

Schools attended for nondestructive testing.

Basic ultrasonic
Advanced ultrasonic
Magnetic and penetrant
Eddy current
Materials evaluation
Basic metallurgy

Wesley R. lson

A SUBSIDIARY OF AUTOMATION INDUSTRIES, INC.

ROBERT BELL
Industrial X-Ray Engineers - Seattle, June 1948 to June 1963

Automation Industries - Seattle, June 1963 to Present

EXPERIENCE:

20
00 Years as Radiographer
Radiographer also design of exposure and shipping devices
Co^{60} Less than 1 to 325C, Fishpole to Budd Model 1060
IR^{102} Less than 1.5 to 100c, Fishpole to Gamma Century
Ra^{226} 250 mg. Fishpole

APPROX TIME USING X-RAY EQUIP

Approx 25% in use of X-ray equipment 90-400 KV units

TRAINING
SNT Radiography 1963
IXE 55-350 & Tech Ops Model 446
IXE 55-85 & Gamma Century

WARREN L. INGLE

Industrial X-Ray Engineers - Seattle, March 1960 to June 1963

Automation Industries Inc. Seattle June 1963 to presnat

EXPERIENCE:

8 Years 7 months

Asst. Pradiographer	6 months
Radiographer	2 years
Lead Radiographer	6 years

RADIOISOTOPES USED:

2	Curie Co	Industrial X-ray Engs	ICC-55-350
20	Curie Co	Budd	
50	Curie Co	Tech/Op	446
325	Curie Co	Budd	1061
25	Curies Co	Industrial X-Ray Eng	ICC-55-150
100	Curie Co	Tech/Op	490
100	Curie Co	Gamma Ind.	Century

APPROX. TIME USING X-RAY EQUIP:

8 1/2 Years

TRAINING

Health Physics Program	Budd	1960
ASNT School (Industrial Radiography)		1963

FIRM NAME CONAM INSPECTION

SUMMARY OF OVERHEAD COSTS - 1968

EXPRESSED AS A PERCENTAGE OF DIRECT PROJECT SALARY COSTS

	ITEM	PERCENTAGE
1.	Management and Administration	8%
2.	Vacation, Sick Leave and Holidays	1.5
3.	Stenographic and bookkeeping	1.0
4.	Rent	4.0
5.	Automobile Expenses	4.0
6.	Travel and Public Relations	1.0
7.	Engineering Supplies and Expense	1.0
8.	Office Supplies and Expense	1.0
9.	Telephone and Telegraph	3.0
10.	Insurance - Industrial Accident	1.5
11.	Insurance - Liability, Hazard	1.5
12.	Payroll Taxes	4.0
13.	Business Tax and Licenses	1.0
14.	Technical Publications	.5
15.	Dues (Professional and Civic)	.5
16.	Professional Services (Accounting)	—
17.	Depreciation Office Furniture and Equipment	3.0
18.	Charitable Contributions	.25
19.	Employee Education	2.0
	TOTAL	38.75%

RECEIVED
DIVISION
AM AUG 11 196 PM
7,8,9,10,11,12,1,2,3,4,5,6

Sample - Consultants Estimate &
Fee Proposal

CONAM
INSPECTION

CONAM Inspection, Inc
SEATTLE, WASHINGTON — PORTLAND, OREGON — KENAI, ALASKA
SEATTLE LABORATORY — 512 STRANDER BLVD., ANDOVER INDUSTRIAL PARK — SEATTLE, WASHINGTON 98188

206 242-5192

August 12, 1969

Mr. C. Gardner
Highway Building
Salem, Oregon

SUBJECT: Cost breakdown for Wilsonville Overpass.

Dear Sir:

Our quotation for the inspection of the Wilsonville Interchange is as follows:

Our schedule for this inspection is approximately 54 eight hour workings at direct labor cost of $1,533.60. Overhead is about $582.76 or a total of $2,116.36. We have approximately $250.00 added to our cost for chemical and physical testing. This brings the total to $2,366.36.

Our bid price was 4.12 per ton on approximately 580 tons or $2,389.60. If there are any other questions please call.

Sincerely,

Gary J. Will
Gary J. Will
Northwest Division Manager

GJW/ne

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 14 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

A SUBSIDIARY OF AUTOMATION INDUSTRIES, INC.

RECEIVED
SEP 22 1969
FOR FILE

SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form H-[illegible]

I-5-5(44)285

7275

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE Aug [illegible]
Contingent upon modification of project agreement if additional funds are required.
By B.C. Brooks Dist. Engineer
Title

15 SEP 1969
U.S. BU[illegible] UBLIC ROADS

Project Name E. PORTLAND FRWY. - WILSONVILLE INTERCHANGE
Date August 28 1969
Highway Pacific
Contract No. 7275
County Washington & Clackamas
Prefix 303-1005
Contractor Guy F. Atkinson Co.
F. A. Project No. I-5-5(44)285
Address P.O. Box 318, Tualatin, Oregon 97062
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove and reset two advance construction warning signs within the limits of this project. These signs were placed as part of the East Portland Freeway Projedt on the north; and the Wilsonville - Willamette River Bridge Project on the south. These signs are to be moved to make room for construction on this project.

NOTED
F. B. KLABO

Location by station numbers:

"L6" 356+00 - left	Property of Guy F. Atkinson Co.
"L5" 433+50 - right	Property of Lord Bros.

Estimate of quantities and cost:

Materials	$ 500.00
Labor	1,500.00
Equipment	1,000.00
TOTAL	$ 3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
No allowances were made for this work under the Original Authorizqtion. Statard Specifications shall apply for all materials and work performed under this order. Maximum equipment rental rates allowable as per A.G.C.-State agreement. Percentage allowed contractor is in accordance with the executed contract for this project. No work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,347,460.12
Present estimate of project cost, including $3,000.00 for work under this order $4,347,460.12
Expected under-run / over-run amount $ None
Expected under-run / over-run per cent None

Space below this line is for Salem Office

Submitted by: James W. Cochell Resident Engineer
James W. Cochell

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended:

9-17-69

RECEIVED
AUG 26 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5 (44) 285
7275

August 25, 1969

City of Wilsonville
P. O. Box 155
Wilsonville, Oregon 97070

ATTENTION: Phillip Balsiger, Mayor

Re: Water Line Conduit Installation
East Portland Freeway-Wilsonville Section
Pacific Highway - I-5
Clackamas and Washington Counties
Project No. I 5-5 (44) 285

Gentlemen:

This is to acknowledge receipt of your check in the amount of $4,394.50 to cover the installation of water line conduits on the above subject section.

This check is being forwarded to our Accounting Division for further processing.

The prompt attention you gave this matter is greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] Cartwright
for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
V. E. Skoog
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

RECEIVED
AUG 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED AUG 25 1969

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P. O. Box 300
Salem, Oregon 97308

I-5-5(44)285

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 18, 1969

In reply refer to: 08-35.A-1

7275

FROM : R. E. Simpson, Division Engineer
for
Salem, Oregon

SUBJECT: Oregon I-5-5(44)285
E. Portland Freeway-Wilsonville Interchange Section
Pacific Highway
State Force Order No. 2
Total estimated amount of the Order: $7,500.00
Federal participation: $6,750.00

Reference is made to your letter dated August 12, 1969 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

orig to Morgan Waill.
8-22-69

RECEIVED
AUG 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—8M

⑥

STATE COPY

G-1P

APPROVED
Contingent upon modification of project agreement if additional funds are required.
8 AUG 1969
Date
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name E. Portland Frwy.-Wilsonville Interchange Date August 5, 1969

Highway Pacific Contract No. 7275 F. A. Project No. I-5-5(44)285

County Washington & Clackamas Prefix 603-1005 Account No. 278-02

Description of Work To Be Done:

To provide temporary and permanent striping throughout the project.

Location by Station Numbers:

Throughout the project. 339+00 to 513+00

Estimate of Quantities and Costs:

Temporary Striping and removal:		$5,400.60
Permanent Striping:		
4" Beaded Skip (Code 2)	16 mi. @ 35.50/mile	568.00
3" Beaded Solid Shld. (Code 6)	19 mi. @ 56.60/mile	1,075.40
Pavement Legends (Code 7)	12 hrs. @ 38.00/hr.	456.00
	TOTAL	$7,500.00

Explanation:

Basis of cost, as estimated from letter dated March 18, 1969, from V. E. Skoog.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $4,347,460.12

Present estimate of project cost, including $7,500.00 for work under this order $4,347,460.12

Expected under-run over-run (amount) $0

Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ James W. Cochell
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer ~~or XXXXXXXXXXXX~~

Approval Recommended: /s/ D. H. Haller, Jr.
Asst. Division Engineer

Approved: /s/ F. D. Morgan
~~XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX~~
Construction ~~XXXX~~ Engineer.

[illegible] does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Pr[illegible]

RECEIVED
AUG 1 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(44)285
13 15

July 30, 1969

Portland General Electric Company
621 S.W. Alder Street
Portland, Oregon 97205

ATTENTION. Roger W. Sharp

Re: Power Line Adjustment
Wilsonville Substation
E. Portland Freeway-Wilsonville
Interchange Section
Pacific Highway
Washington and Clackamas Counties
Project No. I-5-5 (33) 284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 3, 1969, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of July 30, 1969.

Please contact Mr. James W. Cochell, Resident Engineer, 9350 Burnham Street, Tigard, Oregon 97223, Phone: 638-6777, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to July 30, 1969 in the amount of $2,870.48, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
J. W. Cochell "
B. P. Huntley "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
JUL 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7-29-69

RECEIVED
AUG 1 - 1969

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	1-5-5(44)184
SECTION:	EAST PORTLAND FREEWAY WILSONVILLE SECTION
WORK:	UTILITY ADJUSTMENT
COUNTY:	WASHINGTON AND CLACKAMAS

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-5-5(44) 285

Klaboe

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

2275

DATE PS&E APPROVED	DATE AUTHORIZED
APRIL 23, 1969	JULY 29, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Portland General Electric Company consisting of your March 7th and 27, 1969 Utilities and Railroad Attorney's letter, the July 3, 1969 Portland General Electric Company's letter and the plans and estimate furnished by Mr. Litchfield's letter of July 16, 1969.

Reimbursement on an agreed lump sum basis of $2,870.48 is approved.

Receipt of Mr. Jack M. Cartwright's March 5, 1969 affidavit of the company's property rights is acknowledged.

Our program memorandum dated December 10, 1968 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction pahse of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated February 14, 1969 and PPM 30-4.1 dated November 29, 1968.

OFFICE USE

Young
8-1-69

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. B. [illegible]

DATE JULY 29, 1969	SIGNATURE OF APPROVING OFFICIAL For R. E. SIMPSON	TITLE DIVISION ENGINEER

RECEIVED
JUL 28 1969

~~FOR FILING~~

I-5-5(44)285
-7275

July 28, 1969

Pacific States Steel Corporation
35124 Alvarado-Niles Road
Union City, California 94587

Gentlemen:

We have received a copy of your California Preliminary Notice advising us that you are furnishing material to the Guy F. Atkinson Company on the East Portland Freeway-Wilsonville Interchange Section Project in Washington and Clackamas Counties. This appears to be in reference to our Contract No. 7275 in which the Guy F. Atkinson Company is the principal contractor.

This notice makes reference to mechanic's liens in accordance with Section 1193, California Code of Civil Procedure and section 4210, California Government Code. For your information, we are attaching Excerpts from Oregon Revised Statutes Relating to Public Contracts, Bonds, and Actions on Bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj

Attachment

cc G. E. Rohde
Attn: Alan Johansen
F. D. Morgan

CALIFORNIA PRELIMINARY NOTICE

In Accordance With Section 1193, California Code Of Civil Procedure and Section 4210, California Government Code

OWNER COPY

CONSTRUCTION LENDER or
Reputed Construction Lender, if any

FOLD HERE

OWNER or
or Reputed Owner
(on private work)

PUBLIC AGENCY
(on public work)

State of Oregon
State Highway Building
Salem, Oregon

FOLD HERE

REFERRED
TO Johnson
FOR advice & Sec
G. E. ROHDE

ORIGINAL CONTRACTOR or
Reputed Contractor, if any

Guy F. Atkinson Co.
P. O. Box 318
Tualatin, Oregon 97062

NOTED
FLOYD QUERY

YOU ARE HEREBY NOTIFIED THAT . . .

Pacific States Steel Corporation
(name of person or firm furnishing labor, services, equipment or material)

35124 Alvarado-Niles Road
(address of person or firm furnishing labor, services, equip-
Union City, California
ment or material)

has furnished or will furnish labor, services equipment or materials of the following general description:

Furnish, Cut, Bend & Deliver Reinf.
(general description of the labor, services, equipment or
Steel and/or Other Steel Products
material furnished or to be furnished)

for the building, structure or other work of improvement

located at: East Portland Fwy.
(address or description of job site
Wilsonville Interchange, Oregon
sufficient for identification)

The name of the person or firm who contracted for the purchase of such labor, services, equipment or material is:

Guy F. Atkinson Co.
P. O. Box 318
Tualatin, Oregon 97062
(address of above person or firm)

An estimate of the total price of the labor, services, equipment or materials furnished or to be furnished is:

$[redacted]
(this must be furnished to construction lender—optional as to owner or contractor)

If bills are not paid in full for labor, services, equipment or materials furnished or to be furnished, the improved property may be subject to mechanic's liens.

Dated: July 15, 1969

(signature) Asst. Gen. Mgr. (title)

This form is recognized by the following organizations:

BUILDING MATERIAL DEALERS CREDIT ASSOCIATION
CALIFORNIA BUILDING MATERIAL DEALERS ASSN.
CALIFORNIA LICENSED CONTRACTORS ASSOCIATION
LUMBER ASSOCIATION OF SOUTHERN CALIFORNIA

RECEIVED
JUL 15 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1969

I-5-5(44) 285
7215

SUBJECT:

To:

MEMO TO THE FILE

On two separate trips through the construction from the Willamette River to I-205 on Friday, July 11 I found some rather flagrant and unnecessary confining of traffic to a single lane.

I have discussed this with Mr. Rulien, who will investigate.

Tom Edwards

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUL 9 - 1969
FOR FILING

I-5-5(44) 285
7275

NOTED
F.B. KLABOE

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 8, 1969

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street - Room 437
Portland, Oregon 97204

ATTENTION: Mr. James W. DeYoung Jr.

Re: Toll Cable Relocation
E. Portland Freeway-Wilsonville
Interchange Section
Pacific Highway - I-5
Washington and Clackamas Counties
Project No. I-5-5 (44) 284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 17, 1969 have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of July 8, 1969.

Please contact Mr. J. W. Cochell, Resident Engineer, 9350 Burnham Street, Tigard, Oregon 97223, Phone: 638-6777, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to July 8, 1969, in the amount of $3,366.07, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
R. E. Simpson
L. H. Young (2) (w/attach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
J. W. Cochell "
B. P. Huntley "
R. H. Rumbolz "

*Note to L. W. Rulien: Please have a State Force order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
JUL 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 1969

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7-2-69

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: 1-5-5(44)284

SECTION: EAST PORTLAND FREEWAY
WILSONVILLE INTERCHANGE

WORK : UTILITY ADJUSTMENT

COUNTY : WASHINGTON

TO: I-5-5(44)285
MR. FORREST COOPER,
STATE HIGHWAY ENGINEER
SALEM, OREGON
7275

Klaboe

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: APRIL 23, 1969

DATE AUTHORIZED: JULY 2, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Pacifici Northwest Bell Telephone Company consisting of your March 31, 1969 Utilities and Railroad Attorney's letter, the June 17, 1969 Pacific Northwest Bell Telephone Company's letter and the plans and estimate furnished by Mr. Litchfield's June 25, 1969 letter.

Reimbursement on an agreed lump sum basis of $3,366.07 is approved.

Receipt of Mr. Richard H. Rambolz's March 3, 1969 affidavit of the company's property rights is acknowledged.

NOTED
F. B. KLABOE

Our Program Memorandum dated December 10, 1969 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated February 14, 1969 and PPM 30-4.1 dated November 29, 1968.

OFFICE USE
7-8-69
Young
Morgan

RECEIVED
JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-2-69	For R. E. SIMPSON	DIVISION ENGINEER

C

RECEIVED
JUN 20 1969
FOR FILING

I-5-5(44)285

7275

June 19, 1969

2924

Mr. and Mrs. R. L. Blodgett
Route 2, Box 217-F
Aurora, Oregon 97002

Dear Mr. and Mrs. Blodgett:

With reference to your recent note, enclosed is a small sketch map indicating the portion of I-5 presently under construction from Wilsonville northerly toward Lake Oswego.

No models, maps or diagrams are available which would graphically explain the proposed construction in this area. Basically, a third lane is to be added to both the northbound and southbound lanes. This is to be added on the right in the direction of travel (not in the median). Shoulder slopes both in the median and on the added lane will be flattened for safety, and a pavement overlay will be put over the existing lanes.

The Stafford Road Interchange will be revised to a standard diamond-type design with acceleration and deceleration lanes. The existing structures over the freeway will be removed and reconstructed to provide better horizontal and vertical clearances for the new facility. Two groups of existing trees, one northerly of Stafford Road and one southerly of the Boeckman Road structure, will be provided with guardrail protection and remain in the median area. Contour grading in the Stafford Road Interchange will leave selected trees in the interchange area. It will not be possible to leave many of the existing trees in the median, since our slopes will cover them too deeply for them to survive. It would not be practical to move and reestablish these trees. A subsequent landscape and roadside improvement project should restore this section to a pleasing appearance without so many of the hazards which presently exist.

I appreciate your interest in this matter and assure you that the final appearance of your highways is a very important consideration in our planning processes.

Very truly yours,

Forrest Cooper
State Highway Engineer

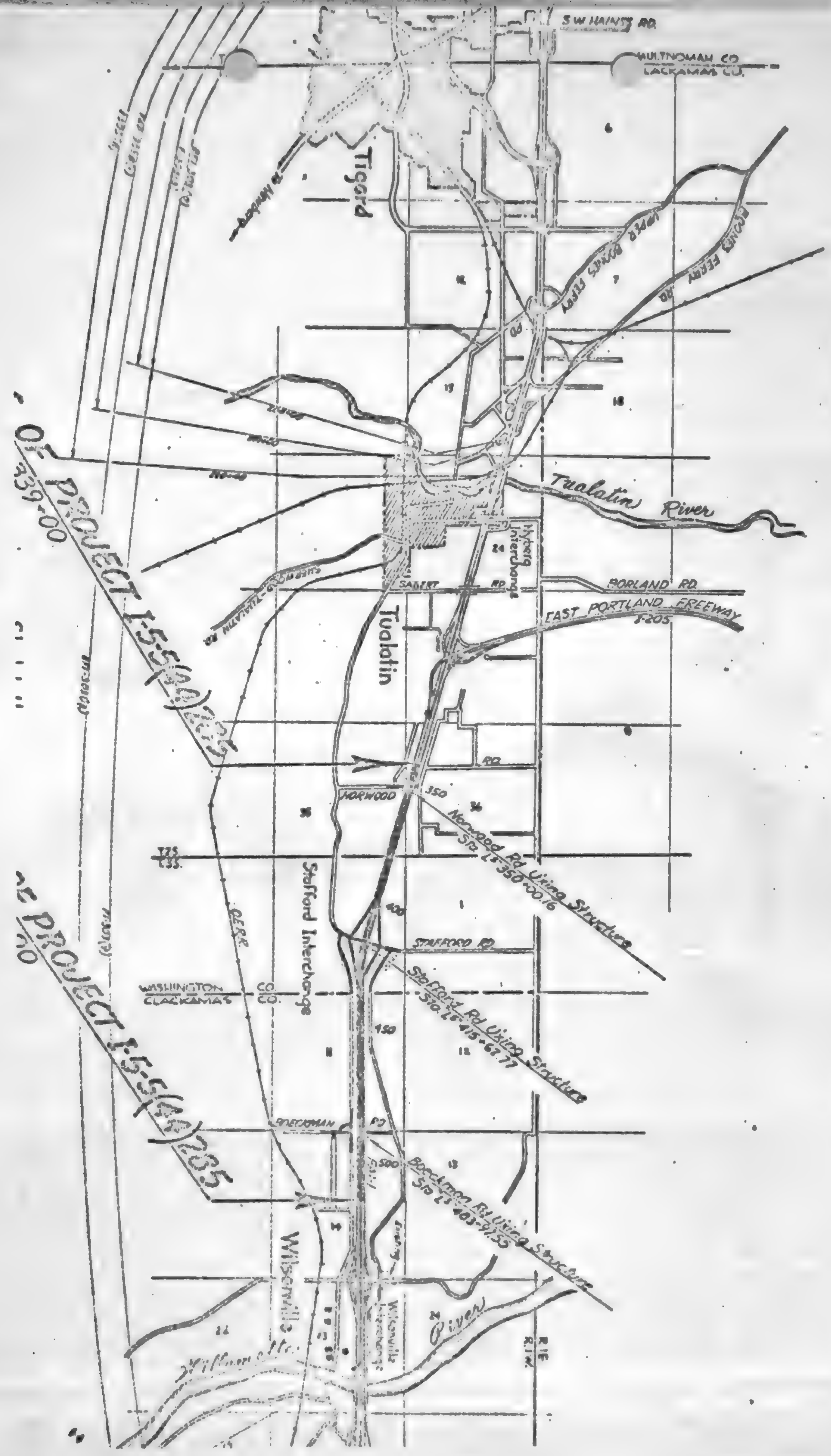
By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
L. W. Rulien

ADO:jp sr


S W HAINES RD.
MULTNOMAH CO.
CLACKAMAS CO.
Tigard
UPPER BOONES FERRY RD
BOONES FERRY RD
N
Tualatin River
Nyberg Interchange
SAGERT RD
BORLAND RD.
EAST PORTLAND FREEWAY
I-205
SHERWOOD-TUALATIN RD
Tualatin
RD
NORWOOD
350
Norwood Rd Uxing Structure
Sta. L5 350+00.16
T2S
T3S.
Stafford Interchange
O.E.R.R.
400
STAFFORD RD.
Stafford Rd Uxing Structure
Sta. L5 415+67.77
WASHINGTON CO.
CLACKAMAS CO.
450
BOECKMAN RD
500
Boeckman Rd Uxing Structure
Sta. L5 483+91.55
Wilsonville
Wilsonville Interchange
River
Willamette
R.1 E.
R.1 W.
OF PROJECT I-5-5(40)285
339+00
OF PROJECT I-5-5(44)285

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

8956

June 3, 1969

Mr. and Mrs. R. L. Blodgett
Route 2, Box 217-F
Aurora, Oregon 97002

Routing
A. Olson
Sample
Terpin
Swenson
R. Olson

RECEIVED
JUN [illegible]
DESIGN
DIVISION

Dear Mr. and Mrs. Blodgett:

Thank you for your nice letter of May 23 complimenting the Oregon Highway Department on its roadside plantings on I-5.

It is very gratifying to receive letters from citizens, such as yourself, and to know that our efforts in attempting to keep our roadside areas attractive are appreciated.

It was kind of you to take the time to give us your observations, and we hope that you will continue to enjoy driving your highways.

Very truly yours,

Forrest Cooper
Forrest Cooper
State Highway Engineer

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Thank you for your nice reply!
Now — we're wondering if there is a model - map - or diagram that is available to the general public to understand the construction of #5 from Wilsonville toward Lake Oswego? We conjecture, but none of us know. Will it do away with the beautiful evergreen trees near the Stafford over-pass — or the Noble Firs in the center strip?
R.L.B

REFERRED TO
Admin.
BY SECRETARY

Rt. 2 Box 217 F
Aurora, Oregon 97002
May 25, 1969

To Whom it May Concern:

We would like to tell someone how beautiful we think Freeway 5 has been made by the plantings - and the natural flowering shrubs that have been left along the side.

It is a pleasure to drive from Eugene to Portland. The lovely Iris is so colorful, and the Scoth Broom is one of nature's wonders. We so thoroughly appreciate what has been done, and we only hope - as progress is made toward the four lanes on each side that whatever can possibly be left - is left.

At the Stafford exit, going South - or just before that - are the beautiful evergreen trees that we hope can be saved or moved. The Noble Firs in the center strip have always been a joy. It will be a mystery to us always as to how nine of them were cut before the holidays a year ago. How anyone can be so mean - and also - how they can do it on such a busy thorofare and not be apprehended!

Again, thanks for making driving a pleasure.

Respectfully,

Mr. & Mrs. R. L. Blodgett

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1969
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STATE HIGHWAY COMMISSION

STATE COPY

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-69	Form PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 6-9-69	COUNTY Washington & Clackamas PROJECT NO. I-5-5(44)285

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

E. Portland Freeway - Wilsonville Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-69	3.293

OTHER (Specify)

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,201,107	$ 3,789,099.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 9 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26884-P66

Oregon State Highway Department

Federal Aid
Project No. I-5-5(44)285

S. PORTLAND FREEWAY-WILSONVILLE INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN WASHINGTON AND CLACKAMAS COUNTIES

Project Agreement Estimate

Salem, Oregon, May 28, 1969

Type Code 7224
Roadway (Sta. 339+00 to Sta. 513+00)(Contract No. 7275)

Furnish Field Laboratory Building	1 only	$1,000.00	$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		65,000.00
Clearing and Grubbing	All Required		50,000.00
Ditch Excavation, Unclassified	3,300 cu.yd.	2.00	6,600.00
Embankment in Place	522,000 cu.yd.	0.85	443,700.00
Extra for Selected Embankment Material	33,000 cu.yd.	0.50	16,500.00
Finishing Roadbed and Slopes	All Required		5,000.00
Trench Excavation	7,900 cu.yd.	2.50	19,750.00
Special Backfill in Drains	2,900 cu.yd.	5.00	14,500.00
Watering	9,000 M-gal.	1.75	15,750.00
Pavement Replacement	60 lin.ft.	7.00	420.00
Lime Treated Subgrade	168,000 sq.yd.	0.18	30,240.00
Lime for Treated Subgrade	1,900 ton	24.00	45,600.00
3/4" - 0 Material in Base	10,000 ton	2.65	26,500.00
Rock Shoulder Slope Material	3,800 ton	2.50	9,500.00
Plant-Mix Stone Base	47,800 ton	2.50	119,500.00
Cement Treated Base Mixture	78,000 ton	2.50	195,000.00
Portland Cement in CTB Mixture	3,900 ton	23.00	89,700.00
RS-1 Asphalt in Seal	200 ton	60.00	12,000.00
3/4" - 0 Aggregate in Prime Coat	130 cu.yd.	5.40	702.00
RC-250 Asphalt in Prime Coat	24 ton	60.00	1,440.00
Asphalt in Tack Coat	8 ton	100.00	800.00
Class "B" Asphalt Concrete Mixture	37,000 ton	5.35	197,950.00
Asphalt Cement in Mixture	2,000.ton	32.00	64,000.00
7-inch to 9-inch Continuously Reinforced Concrete Pavement	34,000 cu.yd.	22.00	748,000.00
12-inch Reinforced Concrete Bridge End Panels	630 sq.yd.	15.00	9,450.00
18-inch Paved Culvert End Slopes	13 only	90.00	1,170.00
24-inch Paved Culvert End Slopes	1 only	125.00	125.00
30-inch Paved Culvert End Slopes	3 only	175.00	525.00
36-inch Paved Culvert End Slopes	1 only	220.00	220.00
12-inch Culvert Pipe	350 lin.ft.	2.60	910.00
15-inch Culvert Pipe	1,400 lin.ft.	3.00	4,200.00
18-inch Culvert Pipe	4,300 lin.ft.	3.60	15,480.00
24-inch Culvert Pipe	2,760 lin.ft.	4.40	12,144.00
30-inch Culvert Pipe	1,000 lin.ft.	6.60	6,600.00
36-inch Culvert Pipe	60 lin.ft.	8.90	534.00

6-inch Drain Pipe	39,500 lin.ft.	$ 1.00	$ 39,500.00
8-inch Drain Pipe	30 lin.ft.	2.30	69.00
Concrete Manholes	2 only	400.00	800.00
Concrete Manholes with Paved Apron and Grate	15 only	410.00	6,150.00
Concrete Inlet, Type G-2M	1 only	400.00	400.00
Concrete Inlet, Type G-2MA	33 only	400.00	13,200.00
Extra for AC Concrete Approaches	7 only	40.00	280.00
Guide Posts, W-1	130 only	7.00	910.00
Guide Posts, Y-2	82 only	7.50	615.00
Guard Rail, Type 1	600 lin.ft.	2.50	1,500.00
Guard Rail, Type 2	1,375 lin.ft.	2.70	3,712.50
Guard Rail, Type 2A	6,300 lin.ft.	3.90	24,570.00
Guard Rail, Terminal Anchors	40 only	200.00	8,000.00
Extra for Guard Rail Bridge Connections	14 only	185.00	2,590.00
Type 2 Fence	1,940 rod	9.00	17,460.00
Roadside Seeding	50 acre	85.00	4,250.00
Roadside Mulching	50 acre	130.00	6,500.00
Grass Seed Mixture	1,500 lb.	0.40	600.00
Inorganic Fertilizer (22-16-8)	200 cwt.	10.00	2,000.00
Sign Support Footing	All Required		3,800.00
Breakaway Sign Posts	All Required		1,200.00
Single Sign Support	All Required		1,900.00
Double Sign Supports	All Required		1,900.00
Cantilever Sign Structures	All Required		7,000.00
Structure Mounts	All Required		4,000.00
Sign Illumination Equipment	All Required		9,000.00
Painted Wood Sign Posts	All Required		650.00
Type "A" and "B" Signs in Place	773 sq.ft.	8.50	6,570.50
Type "AA" Signs in Place	342 sq.ft.	8.00	2,736.00
Type "C" and "D" Signs in Place	240 sq.ft.	4.00	960.00
Type "E", "F", "G" and "M" Signs in Place	161 sq.ft.	5.00	805.00
Type "P" Signs in Place	63 sq.ft.	6.00	378.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
			$2,404,716.00
Flagging (60% of Contractor's Cost)	All Required		50,000.00
	Subtotal		$2,454,716.00
	*10% Engr. & Cont.		244,471.00
	Total		$2,699,187.00
Items to be paid by City of Wilsonville			
24-inch Culvert Pipe (Conduit)	310 lin.ft.	4.40	$ 1,364.00
30-inch Culvert Pipe (Conduit)	330 lin.ft.	6.60	2,178.00
			$(3,542.00)
			$2,695,645.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X721
Norwood Rd. O'xing Bridge #7575A (Sta. 1S-350+00.16)(Length 290.6')
(Contract No. 7275)

Remove Old Bridges	All Req. (33%)		$ 37,620.00
Shoring, Cribbing, Etc.	All Req. (55%)		11,000.00
Structural Excavation	1,100 cu.yd.	$ 4.00	4,400.00
Structural Excavation Below Elevation Shown	100 cu.yd.	4.00	400.00
Furnish 10 BP 42 Steel Piling	2,810 lin.ft.	3.50	9,835.00
Drive Steel Piles	128 only	120.00	15,360.00
Splice Steel Piles	32 only	30.00	960.00
Class "A" Concrete (696 c.y.)	All Req. (39%)		94,500.00
Reinforcement (140,000 lb.)	All Req. (24%)		26,400.00
Structural Steel (385,000 lb.)	All Req. (35%)		162,750.00
Two-Tube Metal Rail	590 lin.ft.	12.50	7,375.00
Preparation of Slopes	520 sq.yd.	2.50	1,300.00
3-inch Slope Paving	390 sq.yd.	8.00	3,120.00
Berm Paving	130 sq.yd.	2.00	260.00
8-inch Metal Unperforated Drain Pipe	210 lin.ft.	2.50	525.00
1½-inch Electrical Conduit	275 lin.ft.	1.80	495.00
Install Telephone Conduit	All Req. (40%)		4,000.00
			$ 380,300.00

Type Code X721
Stafford Rd. Interchg. Bridge #7579A (Sta. 1S-415+62.77)(Length 312')
(Contract No. 7275)

Remove Old Bridges	All Req. (34%)		$ 38,760.00
Shoring, Cribbing, Etc.	All Req. (26%)		5,200.00
Structural Excavation	540 cu.yd.	$ 4.00	2,160.00
Structural Excavation Below Elevation Shown	45 cu.yd.	4.00	180.00
Furnish 10 BP 42 Steel Piling	6,470 lin.ft.	3.50	22,645.00
Drive Steel Piles	112 only	120.00	13,440.00
Splice Steel Piles	28 only	30.00	840.00
Class "A" Concrete (544 c.y.)	All Req. (28%)		75,600.00
Class "AA" Concrete (1,120 c.y.)	All Req.		230,000.00
Reinforcement (306,500 lb.)	All Req. (53%)		58,300.00
Two-Tube Metal Rail	624 lin.ft.	12.50	7,800.00
Preparation of Slopes	400 sq.yd.	2.50	1,000.00
3-inch Slope Paving	400 sq.yd.	8.00	3,200.00
4-inch Standard Steel Pipe	18 lin.ft.	10.00	180.00
6-inch Standard Steel Pipe	15 lin.ft.	25.00	375.00
8-inch Standard Steel Pipe	25 lin.ft.	25.00	625.00
1½-inch Electrical Conduit	435 lin.ft.	1.80	783.00
Install Telephone Conduit	All Req. (20%)		2,000.00
			$ 463,088.00

Oregon State Highway Department Federal Aid
Project No. I-5-5(44)285

Type Code X721
Boeckman Rd. U'xing Bridge #7695A (Sta. L5-483+97.55)(Length 342')
(Contract No. 7275)

Remove Old Bridges	All Req. (33%)		$ 37,620.00
Shoring, Cribbing, Etc.	All Req. (19%)		3,800.00
Structural Excavation	410 cu.yd.	$ 4.00	1,640.00
Structural Excavation Below Elevation Shown	35 cu.yd.	4.00	140.00
Furnish 14-inch Prestressed Piling	6,395 lin.ft.	3.50	22,382.50
Drive Concrete Piles	98 only	160.00	15,680.00
Class "A" Concrete (722 c.y.)	All Req. (37%)		99,900.00
Reinforcement (132,500 lb.)	All Req. (23%)		25,300.00
Structural Steel (720,000 lb.)	All Req. (65%)		302,250.00
Two-Tube Metal Rail	680 lin.ft.	12.50	8,500.00
Preparation of Slopes	273 sq.yd.	2.50	682.50
3-inch Slope Paving	273 sq.yd.	8.00	2,184.00
6-inch Standard Steel Pipe	15 lin.ft.	25.00	375.00
8-inch Standard Steel Pipe	360 lin.ft.	25.00	9,000.00
8-inch Metal Unperforated Drain Pipe	110 lin.ft.	2.50	275.00
1½-inch Electrical Conduit	320 lin.ft.	1.80	576.00
Install Telephone Conduit	All Req. (40%)		4,000.00
			$ 534,305.00
	Subtotal		$1,377,693.00
	10% Engr. & Cont.		137,769.00
	Total		$1,515,462.00
Install Telephone Conduit to be paid by General Telephone			(10,000.00)
			$1,505,462.00

Retained in Program Status

Slide Correction	All Req.	$ 20,000.00
General Telephone Company	All Req.	3,500.00
Portland General Electric	All Req.	6,000.00
Pacific N. W. Bell	All Req.	2,500.00
	Subtotal	$ 32,000.00
	10% Engr. & Cont.	3,200.00
	Total	$ 35,200.00

Length of Project - - - - - - - - - - - - - - 3.293 Miles
Cost of Roadway Per Mile - - - - - - - - - - $818,998.54

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway	$2,695,645.00	$2,480,000.00	$215,645.00
Structures	1,505,462.00	1,385,000.00	120,462.00
Credit for Strs. Removed	-	(75,901.00)	75,901.00
Subtotal	$4,201,107.00	$3,789,099.00	$412,008.00
Retained in Program	35,200.00	32,000.00	3,200.00
Total	$4,236,307.00	$3,821,099.00	$415,208.00

Credit for Structures Removed (Original Cost)

Name	Project No.	Federal Funds
Norwood Road Undercrossing	I-5-5(14)285	$22,818.00
Stafford Road Undercrossing	I-5-5(14)285	24,620.00
Boeckman Road Undercrossing	I-5-5(19)284	28,463.00
		$75,901.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Group 1 - 100%

Prefix No. 603-1005

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JUN 10 1969

I-5-5(44)285
7275

June 9, 1969

Guy F. Atkinson Company
P. O. Box 1000
So. San Francisco, California 94080

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7275 for grading, paving, structures and signing on the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

Enclosure

cc: Fidelity & Deposit Company of Maryland, Portland and Baltimore
Vance McKenney
D. J. Barbee
F. D. Morgan
I. D. Merchant
L. W. Rulien
James Cochell

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(44)285
7275

June 5, 1969

City of Wilsonville
P. O. Box 155
Wilsonville, Oregon 97070

ATTENTION: Mr. Phillip Balsiger
Mayor

Re: Water Line Conduit Installation
E. Portland Freeway-Wilsonville Sec.
Pacific Highway I-5
Clackamas & Washington Counties
Project No. I-5-5 (44) 285

Gentlemen:

The successful bidder for the above subject project is Guy F. Atkinson Company. The estimated cost, based on unit bid prices, for the installation of water line conduits requested by the City of Wilsonville is as follows:

Trench Excavation	341 c.y.	@ $2.50 =	$852.50
24-inch Culvert Pipe	310 l.f.	@ 4.40 =	1364.00
30-inch Culvert Pipe	330 l.f.	@ 6.60 =	2178.00
			$4394.50

State Highway Department policy requires that when, the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimated cost of the work is deposited with the State. You are therefore requested to deposit with the State a check in the amount of $4,394.50 to cover the estimated cost of installing conduit for future water line crossings. Adjustment will be made upon completion of the project if the costs are greater or less than estimated.

Your check should be made payable to the Oregon State Highway Department and directed to Mr. T. W. Litchfield, Utilities Liaison Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
V. E. Skoog
L. H. Young
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

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JUN 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 9 - 1969
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OREGON STATE
HIGHWAY DEPARTMENT

I-5-5(44)285
7275

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 5, 1969

General Telephone Company of the
Northwest, Inc.
P. O. Box 1100
Beaverton, Oregon 97005

Re: Telephone Conduit Installation
East Portland Freeway-Wilsonville Sec.
Pacific Highway - I-5
Clackamas County

ATTENTION: Mr. George Darrow
Southern Division Engineer

Gentlemen:

The successful bidder, Guy F. Atkinson Company, has bid a lump sum of $10,000 for the installation of telephone conduit on Boeckman Road and Norwood Road Overcrossing Structures.

If the bid price meets with your approval, please remit a check at your earliest convenience in the amount of $10,000. The check should be made payable to the Oregon State Highway Department and sent to the attention of Mr. T. W. Litchfield.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Cartwright

for T. W. Litchfield
Utilities Liaison Engineer

JMC:as

cc: F. B. Klaboe
V. E. Skoog
L. H. Young
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

RECEIVED
JUN 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1969
FOR FILING

I-5-5(44)285
7275

May 27, 1969

Guy F. Atkinson Company
P. O. Box 1000
So. San Francisco, California 94080

Gentlemen:

Enclosed are three copies of Contract No. 7275 for $3,782,409 awarded to you by the State Highway Commission on May 20, 1969. This contract is for grading, paving, structures and signing on the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 9, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Cecil Hand, Assistant Secretary

er
Enclosures

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
H. W. McCauley (SIAC)
L. W. Rulien
James Cochell

RECEIVED
MAY 22 1969

~~FOR FILING~~

I-5-5(44)285
777

May 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 19, 1969, is requested in the award of contract for the E. Portland Freeway-Wilsonville Interchange Section, Project No. I-5-5(44)285.

The contractor receiving the award is Guy F. Atkinson Company, in the amount of $3,782,409.00, with Contract No. 7275 assigned. This bid was received on May 15, 1969, and awarded May 20, 1969.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date_______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

RECEIVED
MAY 14 1969
FOR FILE

I-5-5(44)285
7275

May 13, 1969

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of project agreement signed by a highway official for I-5-5(44)285, East Portland Freeway Interchange-Wilsonville Interchange Section.

We are also forwarding two copies of modified project agreement signed by a highway official for I-5-3(70)184, Creswell and Hadley Road Sections.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Enclosure

JG:dg

RECEIVED
MAY 5 1969
FOR

Form FHWA-121
UNITED STATES GOVERNMENT

Memorandum

I-5-5(44)285
7275

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 29, 1969

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

Klabue

SUBJECT: Oregon Project I-5-5(41)285
East Portland Freeway - Wilsonville Interchange
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized acquisition of right of way on April 3, 1968 and January 16, 1969. Federal participation is subject to the provisions of the 80 Series PPM's.

The project agreement will be forwarded for your signature at a later date.

Enclosure
Plans

REFERRED TO
Young w/encs.
By Asst. State Hwy. Engr.
5-5-69

NOTED
F. B. KLABUE

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 2 1969
FOR FILE

4-25-69

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

I-5-5(44)285

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-5(44)285

SECTION: EAST PORTLAND FREEWAY
WILSONVILLE INTERCHANGE

WORK: GRADING, PAVING, STRUCTURES & SIGNING

COUNTY: CLACKAMAS
WASHINGTON

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

7275

Klabor

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: APRIL 23, 1969

DATE AUTHORIZED: APRIL 23, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

ⓧ CONSTRUCTION – ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

ⓧ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING SHOWN IN YOUR ESTIMATE IN AMOUNT OF $50,000.00

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S APRIL 21, 1969 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

OUR AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING RIGHT TO ENTER AND USE PARCELS 42957 AND 42706 PRIOR TO OUR CONCURRENCE IN AWARD.

CERTIFICATION WITH REGARD TO PARKS, RECREATION, AND HISTORICAL RESOURCES IS REQUIRED BEFORE BID OPENING.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young w/enc.
4-30-69

RECEIVED
APR 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-25-69	For R. E. SIMPSON	DIVISION ENGINEER

abandonment #. 490

ECEIV
MAY 21 1969
OR FIL

I-5-5(44)285
7275.

HG

4-22-69

April 25, 1969

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: Roger Thomssen
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the widening to six lanes and reconstruction of the Stafford Road Interchange on the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachment

cc H. S. Cox
(conformed agreement attached)

RECEIVED
APR 29 1969

FOR FILE
I-5-5(44)285

7275

April 22, 1969

Mr. Richard Milbrodt
Washington County Administrative Officer
Room 209, County Courthouse
Hillsboro, Oregon 97123

7406
7417

Dear Mr. Milbrodt:

We have your letter of April 7 having to do with lighting at the Wilsonville Interchange with the East Portland Freeway.

I am of the impression that this referred to the Stafford Road Interchange on I-5 but at any rate, in view of the County's position, the lighting will not be undertaken at this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox (enc.)
L. W. Rulien (enc.)

FORM 2-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 21, 1969

SUBJECT: Proposed Illumination
Wilsonville Interchange
Interstate 5

TE Assignment 7406

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

The attached letter concerning illumination on Interstate 5 from the Washington County Administrative Officer mentions the "Wilsonville Interchange". This is a local name on the County's part; they actually mean the Stafford Road Interchange.

Ken Meng wrote a letter to you on the same location to which you directed a reply saying that we would not install any illumination as a result of the County's decision. That letter should take care of the matter. No further action is required on Mr. Milbrodt's letter.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

NOTED
TOM EDWARDS

RECEIVED
APR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1969
FOR FILING

Const
R/H
Pac Hwy E

1417

April 15, 1969

Mr. Ken Meng
Director of Public Works
Washington County Courthouse
Second and Main Streets
Hillsboro, Oregon 97123

Dear Mr. Meng:

I acknowledge receipt of your letter of April 8 concerning the Stafford Road Interchange on I-5.

In view of the County's decision, we will proceed with construction of the interchange without lighting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall
H. S. Cox (enc.)
L. W. Rulien (enc.)

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

RECEIVED
APR 14 1969
TRAFFIC ENGINEERING

April 8, 1969

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Mr. Forrest Cooper, State Highway Engineer
Attn: Mr. Tom Edwards, Assistant State Highway Engineer

Gentlemen:

The Washington County Board of Commissioners, at their regular meeting Tuesday, April 1, 1969, considered your proposal of February 25, 1969 and agreement for participating in highway lighting at the Stafford Road Interchange, Interstate 5.

While the Board agrees that lighting of freeway interchanges is in the best interest and safety of the motoring public, they are also faced with the need to light many hazardous county road intersections and areas. As of this date, Washington County does not own, maintain or operate any street lights within the county, however it is anticipated that the county will be required to provide a few lights at key high night time accident locations. Until the county is in a position to meet its responsibilities relative to lighting hazardous locations on its own system, we are not in a financial position to participate in the lighting of the State Highway System.

This action reaffirms a previous stand by the Washington County Board of Commissioners, and therefore, as per Board action, we must decline the offer for the reasons stated above. If you should have any further questions on the matter, please contact me.

Very truly yours,

K Meng

Ken Meng
Director of Public Works

Bert-
pls discuss

KM:jt
cc: County Administrative Officer

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON WILSON, Jr.

RICHARD MILBRODT
COUNTY ADMINISTRATIVE OFFICER
ROOM 209
(503) 648-8676

RECEIVED
APR - 9 1969
TRAFFIC ENGINEERING

April 7, 1969

Mr. Tom Edwards, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

On February 25th, you forwarded to the Washington County Board of Commissioners for execution two copies of an agreement between the State Highway Department and Washington County pertaining to the lighting at the Wilsonville interchange with the east Portland freeway. These agreements are returned herewith and have not been executed. The Board of County Commissioners took this matter under consideration at their regular meeting of April 1, 1969. By minute order no. 69-99, the Board reconfirmed their existing policy that local county road funds should not be committed for expenses associated with the interstate highway system. It is the belief of the County Commissioners that this is a full responsibility of the state and should not further reduce the already extremely tight county road budget. For this reason, the street lighting agreement is not signed.

Very truly yours,

Richard Milbrodt

Richard Milbrodt,
Washington County Administrative Officer

RM/lw
cc: Ken Meng, Director of PUblic Works

RECEIVED
APR 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Bud
Held

RECEIVED
APR 28 1969

FOR FILING

Const
R/W
Pac Hwy E

February 25, 1969

Washington County Board
of Commissioners
County Courthouse
Hillsboro, Oregon 97123

Gentlemen:

As a part of the improvement of the East Portland Freeway-Wilsonville Interchange Section of the Pacific Highway, it is necessary that the existing lighting at the Stafford Road Interchange be removed. In order to provide the safest possible operating conditions, the State Highway Department is contemplating the installation of modern illumination at this interchange.

It is requested that the State and Washington County enter into a cooperative project for this lighting with the State paying the entire installation costs, as well as future maintenance costs, and with Washington County paying the future power costs.

There are attached two copies of an agreement covering such an installation. If the arrangement outlined above meets with your approval, will you please execute these agreements and return them to this office. We will then arrange for their approval by the State Highway Commission, after which we will proceed with the installation.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. W. Rulien (enc.)

LEG:mk ja

RECEIVED
APR 17 1969
FOR FILING

I-5-5(44)285

7275

April 16, 1969

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the April 22 meeting a throughway-abandonment agreement concerning the widening to six lanes and reconstruction of the Stafford Road Interchange on the East Portland Freeway (I-205)-Wilsonville Interchange Section of the Pacific Highway (I-5) in Washington County.

The agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving, and utility relocation. Provision has also been made for the closure of existing Stafford Road (it will be reconstructed on new alignment) and the temporary closure of Norwood Road during the period of construction.

In addition to the above construction details, the agreement further provides for Washington County to accept jurisdiction, maintenance, and control of the frontage roads along the throughway, some of which have been maintained by the State since their construction in the early 1950's.

This project is scheduled for bid letting on May 13 at an estimated cost of $5,000,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Cox
L. W. Rulien

MCH:eb sr

APR 8 1969

UNITED STATES GOVERNMENT

Memorandum

I-5-5(44)285

Klaboe ✓

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 7, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7273

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Interstate 5 Structures
Stafford, Norwood Road and Boeckman Road Rails

We have reviewed your letter of April 2, 1969 signed by Mr. Tom Edwards for the inclusion of aluminum railing on the subject structures.

We see no objection to either steel or aluminum for the bridges and feel that competition is healthy and to the benefit of the overall cost of the structures. We prefer that you still allow both types on the above section.

NOTED
F.B. KLABOE

4-9-69

Barbee
By Asst. State Hwy. Engr.

Info

RECEIVED
APR 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 2 - 1969

FOR FILING

I-5-5(44)285

7275

April 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: E. Portland Freeway-
Wilsonville Interchange
Pacific Highway
FAP No. I-5-5(44)285

Dear Sir:

Railings for the structures in the I-5/I-205 Interchange of the Tualatin River-Pacific Highway Section of the East Portland Freeway (I-205-7(12)290) are being furnished in aluminum.

The Stafford, Norwood Road and Boeckman Road structures in the above-referenced section are in reasonably close proximity to the I-5/I-205 Interchange. For the sake of uniformity of appearance, I would like to call for aluminum railing for these structures, rather than permitting the contractor the option of bidding on either aluminum or steel per our usual custom and your regulations.

Bid prices for the new aluminum rail run from $14 to $16.50 per lineal foot. I do not have bid prices for the new steel rail but estimate that it would cost from $5 to $7.50 per foot more than the aluminum because of the fact that the rail posts for the steel are fabricated by cutting and welding rather than casting.

May I have your approval to call for aluminum railing in the job specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. E. Young

CAG:jf ja

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 1 of ____ Pages

3-25-69

Section EAST PORTLAND FREEWAY - WILSONVILLE INTERCHANGE Highway PACIFIC (FAR 46) County CLACKAMAS & WASHINGTON Prefix 634-1934

Res. Engr. ____ Approx. Length 3.3± Miles. Sta. 339± to Sta. 513± Date 3-25-69

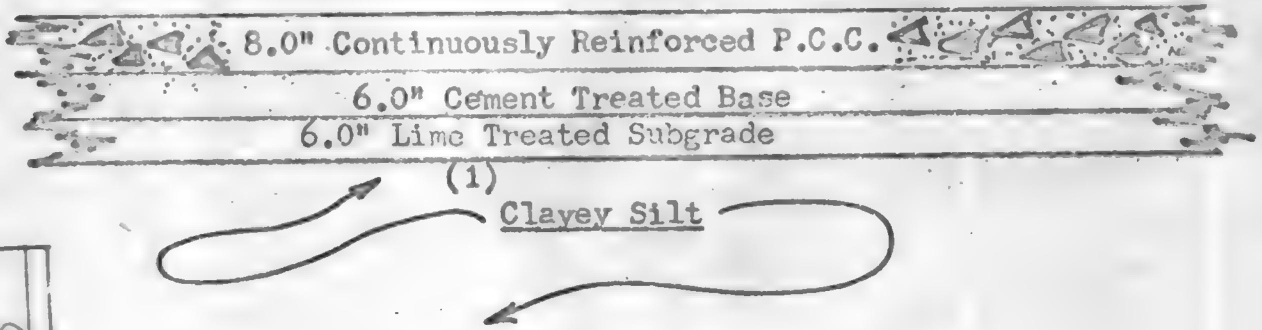
Mean Truck A.D.T. 4125 Traffic Coefficient 12.4 18 kip s.a. per day 2800 (Autos not considered)

Annual Precipitation 40"± Frost Penetration - - - - - - .

"NEW WORK"

(1) Typical Soil
34 LL
7 PI
98 %P 10
87 %P200
2 %Gravel
3 %C Sand
8 %F Sand
63 %Silt
24 %Clay
13 "R" Value

85


8.0" Continuously Reinforced P.C.C.
6.0" Cement Treated Base
6.0" Lime Treated Subgrade
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
		8.0	CRPCC
		6.0	CTB
		6.0	LTS
		20.0	
See attached sheets for computations.			

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED
APR 2 - 1969
FOR FILE
J-5-5(44)
7275

NOTED
F. B. KLABOE

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by C. G. Gregg
for Staff Assistant

Recommended by John C. Jenkins
Asst. Engineer of Materials

Recommended by H. L. Decker
Asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

REVISED

Section [illegible] Highway Pacific (FAR 46) County Washington & Clackamas Prefix 634-1934

Res. Engr. ____ Approx. Length ____ Miles. Sta. 339+ to Sta. 513+ Date 3-25-69

Truck A.D.T. [illegible] Traffic Coefficient 12.4 18 kip s.a. per day 2800 (Automobiles not considered.)

Annual Precipitation 40"+ Frost Penetration - - - - - - - - -

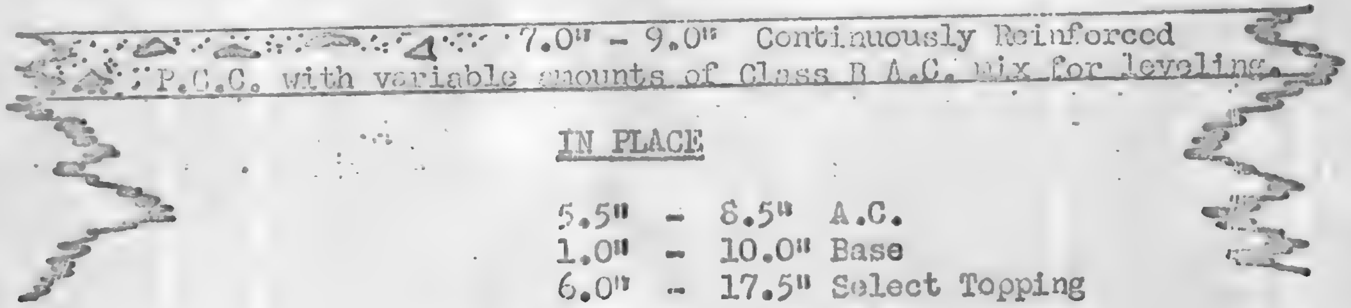
CBE Total Req.	Credit	Actual Thick.
See Section		

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY -



7.0" - 9.0" Continuously Reinforced P.C.C. with variable amounts of Class B A.C. mix for leveling.

IN PLACE

5.5" - 8.5" A.C.
1.0" - 10.0" Base
6.0" - 17.5" Select Topping Material

See remarks on Page 7.

SECTION EAST [illegible] - WILSONVILLE [illegible] HIGHWAY PACIFIC
COUNTY [illegible] AS - [illegible] DATE 3-25-69

Outside Lanes X
Inside Lanes
Load Safety Factor 1.3
"K" Value 13
Subbase Depth [illegible] = 3.0
C.T.B. Depth [illegible].0
k-Values: Basement 72
Subbase 75 C.T.B. 220
Compressive Strength 3900
Modulus of Rupture(M.R.) 525
Total Depth P.C.C. [illegible] - 9.0

	Credits
[illegible].0 C.PCC	9.0
[illegible].0 CTB	4.0
6.0 LTS	3.0

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	360	0.69	2500	163	7
34	44.2	350	0.67	4500	307	7
32	41.6	335	0.64	11,000	307	3
30	39.0	320	0.61	24,000	86	---
28	36.4	305	0.58	57,000	86	---
26	33.8	290	0.55	130,000	172	---
24	31.2	275	0.52	300,000	2830	1
22	28.6	250	L0.51	- - - -	- - -	---
20	26.0	---	---	- - - -	- - -	---
18	23.4	---	----	- - - -	- - -	---
TANDEM AXLE LOADS						
50	65.0	330	0.63	14,000	1270	9
48	62.4	320	0.61	24,000	1270	5
46	59.8	310	0.59	42,000	2711	7
44	57.2	300	0.57	75,000	3714	5
42	54.6	290	0.55	130,000	7730	6
40	52.0	275	0.52	300,000	7708	3
38	49.4	260	L0.51	- - - -	- - -	---
36	46.8	250	- - -	- - ---	- - -	---
34	44.2	---	- - -	- - - -	- - -	---
32	41.6	---	- - -	- - - -	- - -	---
30	39.0	---	- - -	- - - -	- - -	---
28	36.4	---	- - -	- - - -	- - -	---

Total % Fatigue Used 53

SECTION [illegible] HIGHWAY [illegible]
COUNTY [illegible] DATE 2-2[illegible]-6[illegible]

Axle Load Kips	80% 2 Axle TADT = [illegible]		80% 3 Axle TADT = 502		80% 4 Axle TADT = 159		80% 5 Axle TADT = 1807		80% 6 Axle TADT = 6		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	163			163
34							0.17	307			307
32							0.17	307	—	—	307
30							—	—	14.3	86	86
28							—	—	14.3	86	86
26	—	—			—	—	—	—	28.7	172	172
24	1.75	1444	—	—	3.72	591	0.44	795	—	—	2,830
22	5.91	4,876	3.10	1556	9.20	1463	6.28	11,348	27.4	164	19,407
20	40.4	33,330	86.9	43,624	202	32,118	419	757,133	60.4	362	866,567
18	128	105,600	334	167,668	611	97,149	2060	3,722,420	349	2,094	4,094,931
TANDEM AXLE											
50			0.55	276			0.55	994			1,270
48			0.55	276			0.55	994			1,270
46			—	—			1.50	2711			2,711
44			1.10	552			1.75	3162			3,714
42			1.72	863	—	—	3.80	6867			7,730
40			1.72	863	5.66	900	3.29	5945	—	—	7,708
38			0.62	311	9.09	1,445	22.6	40,838	28.8	173	42,767
36			13.8	6,928	12.1	1924	78.3	141,488	61.4	368	150,708
34			62.7	31,475	35.4	5629	262	473,434	62.9	377	510,915
32			136	68,272	145	23,055	576	1,040,832	272	1632	1,133,791
30			61.7	30,973	164	26,076	292	527,644	462	2772	587,465
28			61.7	30,973	164	26,076	292	527,644	462	2772	587,465
26			61.7	30,973	164	26,076	292	527,644	462	2772	587,465

TRAFFIC ANALYSIS

SECTION: EAST PORTLAND FREEWAY - WILSONVILLE INTERCHANGE

HIGHWAY: PACIFIC

COUNTY: CLACKAMAS & WASHINGTON

24,200 Present ADT (19 69)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	665	2.1	1397	1031	450	463,950
3	405	2.1	851	628	1000	628,000
4	128	2.1	269	199	1250	248,750
5	1457	2.1	3060	2259	3180	7,183,620
6	5	2.1	11	8	2570	20,560
				4125 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 8,544,880

TWENTY YEAR EWL 170,897,600

TRAFFIC COEFFICIENT 12.4

Design Lane = 80% Total Truck Traffic
EWL = 136,718,080
TRAFFIC COEFFICIENT 12.1

Inside Lanes = 20% Total Truck Traffic
EWL = 34,179,520
TRAFFIC COEFFICIENT 10.2

SECTION: EAST PORTLAND FREEWAY - WILSONVILLE INTERCHANGE

HIGHWAY: PACIFIC [illegible] ([illegible] R 76)

COUNTY: WASHINGTON & CLACKAMAS

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	~~P.M.B.B.~~ ~~or~~ C.T.B.	3/4"-0 Level	Crushed Base	~~S.S.~~ ~~or~~ L.T.S.	"CBE" Total Requirement	Actual Thickness
11.0 - 12.0	4.0"	13.0"	---	---	6.0"	35.5"	23.0"
10.0 - 11.0	4.0"	12.0"	---	---	6.0"	32.5"	22.0"
9.0 - 10.0	4.0"	10.0"	---	---	6.0"	29.5"	20.0"
8.0 - 9.0	3.5"	9.0"	---	---	6.0"	26.0"	18.5"
7.0 - 8.0	3.5"	7.0"	---	---	6.0"	23.0"	16.5"
6.0 - 7.0	3.0"	---	2.0"	9.0"	6.0"	20.0"	20.0"
4.8 - 6.0	2.0"	---	2.0"	8.0"	6.0"	17.0"	18.0"
Cars Only	2.0"	---	2.0"	*4.0"	6.0"	12.5"	14.0"

* Minimum for Traffic Classification.

Remarks:

The subgrade soils have been tested with 5%± addition of lime. Results indicate that a credit of 1.0" Lime Treated Subgrade = 0.5" Crushed Base may be allowed.

The Project Base Design has been revised to update traffic from a design year of 1968 to 1969, and to replace 4.0" Crushed Base with 2.0" of Cement Treated Base.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Cement Treated Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.5"	Crushed Base

Above factors apply to materials that comply with the Standard Specifications.

EAST PORTLAND FREEWAY-
WILSONVILLE INTERCHANGE
Pacific Highway (FAR 46)
Washington & Clackamas Counties

"EXISTING ROADWAY"

At the time of the condition survey, in August 1966, the existing roadway showed evidence of distress throughout the length of the project. Maintenance patching has been placed to depths of 5.0"±. Areas of alligatoring are not uncommon, and rutting to plus 1.0" was noted.

The base varied in depth from 1.0" to 10.0" and test results show an excessive amount of detrimental fines passing the #200 sieve. Sand Equivalents are low, "R" Values are also low, and the natural moisture contents high for base requirements, but the material would generally qualify for a low type subbase.

The selected topping depths ranged from 6.0" to 17.5". Tests of this material are similar to the base, with the exception of lower "R" Values and higher degradation. It appears that a portion of the topping material has been lost thru contamination by subgrade pumping, etc.

SECTION: E. PORTLAND FREEWAY-WILSONVILLE INTER.

HIGHWAY: PACIFIC (FAR 46)

COUNTY: WASHINGTON & CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

A cost comparison made for "New Work" is in favor of C.R.P.C.C. by about $10,700 per mile, based on 1967 average bid prices.

A P.C.C. overlay was selected for the section southerly of this project in order to correct a serious maintenance problem. This project is merely a continuation of similar pavement type for the same purpose.

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FOR FILING

I-5-5(44)285
7275

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 24, 1969

To:
MEMO TO THE FILES

SUBJECT: Pre-Construction Inspection with Plans in Hand
East Portland Freeway-Wilsonville Interchange Section
I-5 - Pacific Highway

On March 22, 1969 the following personnel met and inspected the subject project prior to letting for construction:

Gordon Brooks	District Engineer, BPR
Glenn Hossner	Area Engineer, BPR
Don Haller	Assistant Division Engineer, OSHD
Jim Cochell	Resident Engineer, OSHD
Frank Terpin	Final Design Engineer, OSHD
Ollie Sacre	Designer, OSHD
Jack Cartwright	Utilities Office Engineer, OSHD
Roy Stein	Assistant Staff Engineer, OSHD
John Walker	Field Construction Engineer, OSHD

The group first met at the Wilsonville Interchange and then inspected the proposed project on the ground, then proceeded to the Division I office where the plans were discussed. The following were main subjects of discussion.

TYPICAL SECTION

1. The preliminary plans show a base thickness of 4 inches of Plant mix Stone Base between the Cement Treated Base and the Lime Treated Subgrade. It was believed that this created an area where water could be trapped and served no useful purpose and could be readily eliminated and replaced with an additional thickness of CTB which would give comparable strength.

2. The preliminary plans show perforated drain pipe located under the outside of the paved shoulders. The group agreed that the only place that this installment would serve any purpose was in cut areas where there possibly could be water seeping in from the cut. This was especially true if the Plant Mix Stone Base was eliminated and replaced with CTB.

3. The preliminary plans show impervious embankment at outside shoulder areas. If this material is to be any different than the general excavated quantities and necessitates special treatment, then either a separate pay item should be included or explanation that it was to be paid for otherwise should be made. It was questionable to the group whether special material (clay) should be procured as selected excavated materials were thought to be suitable.

GUARD RAIL

4. On the service road on the westerly side from Station 342 to 349 guardrail was considered necessary.

5. In the median area Station 414 to 432, the group thought that the only guardrail necessary would be for protection against the columns at the new Stafford Road Interchange structure, approximate Station 414 - 418. If the rail is eliminated, some median treatment will be necessary in elimination of larger trees and probably some work to bring up to the regular treated section.

COMPACTION

5. On areas where there is relatively shallow embankments and possibly all embankments, it appears that the existing ground condition is soft and somewhat unstable. These areas should receive special compactive effort and in some cases perhaps foundation excavation prior to constructing the embankment would be in order. This probably is more necessary when the pavement is to be PCC. This same unstable conditions will often be found at areas where an embankment goes into a cut area and it may be critical if this area is under the travel lanes or shoulders. Therefore, special treatment here would also be in order.

TRAFFIC CONTROL

6. A considerable amount of time was spent discussing the possibility of closing the Stafford Interchange for some periods during the construction period. This would be especially beneficial during the paving time. This should be studied to determine if this would be feasible.

7. There were other minor items such as drainage, etc., but these items could easily be taken care of in construction.

John H. Walker
Field Construction Engineer

RECEIVED
MAR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fw
cc: F. B. Klaboe
Gordon Brooks
D. J. Barbee
L. W. Rulien

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MAR 12 1969

UNITED STATES GOVERNMENT

Memorandum

I-5-5(44)285
7275

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 10, 1969

In reply refer to: 08-35-EC/400.1
Copy "No" Hearing file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(44)285
E. Portland Freeway-Wilsonville Interchange Section
Public Hearing Status

We have reviewed the information included in your March 6, 1969 letter concerning the status of this project. Based on this information we concur no additional hearings are required for the subject construction project.

We have also reviewed the design for this project and design approval is hereby given as requested in the above letter.

3-12-69
REFERRED TO
Young - Barber - Cr
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1969
FOR FILING

March 6, 1969

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

E. Portland Freeway-Wilsonville
Interchange Section
Project No. I-5-5(44)285

Dear Sir:

We hereby request your concurrence that additional hearings are not required for the subject project, and we further request your design approval of the project. The requests are based on the following information:

1. Mr. A. W. Parson's letter of September 29, 1967, Project I-5-5(33)284, N. Tigard Interchange-Hubbard Interchange Section preliminary engineering, authorized preparation of construction plans (P.S. & E.) for additional 2 lanes to provide a 6-lane facility. The second paragraph of said letter gave authorization as follows:

"The public hearing stipulation was satisfied by your February 2, 1967 submission and the design data has been reviewed on an informal basis. Therefore, in compliance with Mr. Chase's September 27, 1967 request you are authorized today to proceed with preparation of construction plans (PS&E)."

2. The Stafford Interchange layout, which is the only interchange involved in the subject project, was approved October 11, 1967. Mr. Schell approved the preliminary structure plans and supporting data for Norwood, Stafford and Boeckman Road Undercrossings on November 18, 1968.

3. Mr. Glen L. Green's January 16, 1969 letter concerning Project I-5-5(41)285, East Portland Freeway Interchange-Wilsonville Interchange Section right-of-way, authorized the State to proceed with the actual acquisition of the balance of the right-of-way on the project as of that date.

4. The program PR-1 forms for construction project I-5-3(44)288, East Portland Freeway-Wilsonville Interchange Section, was submitted November 13, 1968 and approved as a Stage 2 construction phase project per your letter of Dec. 10, 1968 with authorization to proceed with utility preparatory work.

In view of the facts set forth above, and that such actions took place before the January 18, 1969 effective date of PPM 20-8, we are of the opinion that additional hearings are not required and that sufficient design data has been furnished your office to allow us to request and receive your design approval of the subject project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
R. L. Gifford
R. N. Chase

RNC:ia

RECEIVED
MAR 11 1969
FOR

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(44) 285
7275

March 7, 1969

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Power Line Facilities Adjustment
Wilsonville Substation
B. Portland Freeway-Wilsonville Section
Pacific Highway
Clackamas County
R/W File No. 42953

Gentlemen:

Bids will be received by the State Highway Commission on the above titled project on May 15, 1969. Certain facilities, as shown circled in red on the attached sketch marked Exhibit "B", owned by your company conflict with the construction requirements of the subject project and must be adjusted. The conflicts are as follows:

NOTED
F. B. KLABOE

Pole #2304	21' north of "BR" 0+92
Pole #2251	24' north of "BR" 1+40
Pole #2222	26' north of "BR" 1+91
Pole #2223	30" north of "BR" 2+80

All of the above conflicts are located on private property and are therefore fully reimburseable under the State rules and Bureau of Public Roads' Policy and Procedure Memorandum 30-4 and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

The State will also require a portion of the substation property for the construction of the subject project. The property concerned contains 0.11 acre and is shown outlined in green on the attached sketch and marked Exhibit "B".

The parcel of land has been appraised by the State to have a value of $1,125, which includes the value of the land, lawn and shrubs (trees) only. The State is prepared to offer Portland General Electric Company $1,125 for the land. In addition, the State will agree to reimburse Portland General Electric Company for the actual cost of relocating the transmission line facilities in conflict, as listed above.

The State will reconstruct the approach to the substation as shown in orange on the attached sketch marked Exhibit "B". The fence grounding will not be in conflict with the State's construction.

Will you please submit a cost estimate and sketch map to the Field Utilities Liaison Engineer and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion.

Also in submitting your sketch map, please identify the information submitted by reference to this letter. This reference should be by project identification and date of this letter.

Further information concerning construction details may be secured from the project Resident Engineer, J. W. Cochell, 9350 Burnham Street, Tigard, Oregon 97223, Phone 638-6777.

All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to the Field Utilities Liaison Engineer for that area, Mr. R. H. Rumbolz, 9200 S. E. McLoughlin Blvd., Milwaukie, Oregon, telephone 654-7741, Extension 262. The sketch map and schedule must be submitted to Mr. Rumbolz at the earliest possible date in order to avoid delay in the construction of this project. Furthermore, you should forward one copy of a map or maps directly to Mr. Rumbolz showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through the Salem office of the Utilities Liaison Engineer to the Permit Division for the issuance of any necessary permits.

As regards the parcel of land for which we have offered $1,125, please advise me as soon as possible if this offer is acceptable, and we will prepare the necessary documents.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad
Attorney

JMC:ss
cc: F. B. Klaboe
F. D. Morgan
C. H. Maison
G. W. Ross
L. W. Rulien
T. W. Litchfield (4)
J. W. Cochell
R. H. Rumbolz
F. E. Terpin

RECEIVED
MAR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments

cc: Mr. John J. Cach, Division Engineer
700 E. First Street
Newberg, Oregon 97132

RECEIVED
2 4 1969

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
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JOSEPH W. SMITH, Vice Chairman
JOHN P. AMACHER, Member
GEORGE L. HIBBARD, Member
JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

I-5-5(44)285
7275

February 13, 1969

Routing
Barbee
Hall
1 A. Olson
Sample
Terpin
Swenson
Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
FEB 14 1969
DESIGN
DIVISION

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

In regard to your letter of February 7, 1969, we have reviewed the plan title sheets for projects:

East Portland Freeway-Wilsonville Interchange Section
Pacific Highway - Washington and Clackamas Counties

West Fremont Interchange Section
Stadium Freeway - Multnomah County

Please be advised that there will be no effect on wildlife resources as a result of this construction, and the projects are approved.

We appreciate being advised of this work.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

cc: F.B. Klaboe
L.H. Young
G.C. Wills
F.E. Terpin
T.C. Roake
A.E. Johnson
L.W. Rulien

ROK:js

RECEIVED
JAN 20 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-5(44)285
7275

KLABOE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 15, 1969

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(44)285
East Portland Freeway - Wilsonville Interchange
Advance Authorization of Construction Engineering

Your letter of January 6, 1969 signed by Mr. Young requested advance authorization of construction engineering on this project to assist in utility relocations. Although we recently authorized advance construction engineering for the complex West Fremont Interchange project, we believe it would be appropriate on the subject project for you to request authorization to complete the necessary staking at the time you request authorization to proceed with the utility relocation work. For this reason we are not approving advance construction engineering for this project.

Future requests for authorization of advance construction engineering should contain stronger justification than that provided for this project.

1-17-69

REFERRED TO
Ellison - cc Barber
[illegible] Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JAN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 7 - 1969

I-5-5(44)285
7275

January 6, 1969

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
677 Cottage St., N.E.
Salem, Oregon 97301

East Portland Fwy.—
Wilsonville Bridge.
Project No. I-5-5(44)285

Dear Sir:

We hereby request approval and authorization to proceed with the construction engineering for the above-mentioned project. We consider the plans submitted to you on September 19, 1968 as the final design, with the exception of a few minor changes.

We have a request from Portland General Electric and General Telephone Company for early staking of various portions of this project so they may initiate their utility moves. We therefore request approval for staking to locate our slopes, right of way and access control lines as the utility companies may require.

We estimate this early authorization of construction engineering to be a total of $12,000 with $11,000 federal funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Program & Planning Engineer

DAR:slh
cc: F. B. Klaboe
F. D. Morgan
D. J. Barber
R. N. Chase
L. W. Bolton

JAN 3 - 1969

I-5-5(44)285

7275

Thaddeus Bruno, Member
Portland

January 3, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project No. I-5-5(41)285
E.Portland Fwy.-Wilsonville Int.
(Right of Way)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the balance of the right of way as programmed on the subject project.

Enclosed is a copy of right-of-way map 1A-8-7 showing the parcels outlined in red, and a copy of Mr. Oakes' memo of Sept. 24, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program & Planning Engineer

CL:bb
Enc.
cc: J. R. Oakes
~~R. E. [illegible]~~
M. Mitchell

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DEC [illegible] 1968

UNITED STATES GOVERNMENT
Memorandum

I-5-5(44)285
7275

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

Klabo

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 10, 1968

In reply refer to: 08-35.EC/710.11

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's August 28, November 1 and November 13, 1968 letters requested the inclusion of six Interstate Items in this program. Until today we have been restricted from processing these program items pending resolution of the requirements of Mr. Bridwell's August 30, 1968 letter. Therefore, these Stage 2, Construction Phase projects are approved effective today:

Item	Project	Location	Work
549	I-405-8(21)302	NW Johnson-SW Montgomery	Landscaping
550	I-80N-6(35)228	Deadman's Pass Rest Area	Drill wells
551	I-80N-6(36)268	Ladd Canyon Rest Area	Drill wells
552	I-80N-5(33)187	Stanfield-Pendleton Sec.	Guardrail & cattle guards
553	I-80N-6(39)233	Emigrant Park-Glover Sec.	Cattle guards
554	I-5-5(44)285	E. Port. Frwy-Wilsonville Section	Grade, pave 3 structures

It is understood that no improvements with regard to right of way are involved on the above projects, therefore the requirements of IM 80-1-68 are satisfied.

On Items 550 and 551, I-80N-6(35)228 and I-80N-6(36)268 the drilling of wells is recognized as Stage Construction for future rest areas.

On Items 552 and 553, I-80N-5(33)187 and I-80N-6(39)233 the individual locations of the guardrail and cattle guards will be approved on the basis of the data accompanying the P.S. & E.

12-12-68
REFERRED TO
Young
...ir Hwy. Engr.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

On Item 554, I-5-5(44)285 E. Portland Freeway-Wilsonville Section, you are authorized to proceed with utility preparatory work effective today. The credit for Interstate funds involved in the existing structures will be approved at the P.S. & E. Stage.

This action provides for improvement on 4.48 miles of Interstate Highway at a total estimated cost of $5,474,000 of which $5,085,600 is reserved as Federal-aid Interstate Program funds.

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DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-5-5(44)285
7275

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 5, 1968

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: BPA Tower No. 280
Bonneville - Oregon City Line
E. Portland Freeway-Wilsonville
Interchange Section
Pacific Highway - I-5
Washington County

F. B. KLABO

Gentlemen:

The State and the Bureau of Public Roads approves the retention of Bonneville-Oregon City Transmission Line Tower No. 280 in its present location until not later than January, 1972.

This approval is based on the following: (1) the tower is in the median area and will not physically conflict with the proposed construction, and (2) it is in the public interest to save the estimated cost of $30,000 to relocate a facility to be retired within three (3) years.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe ✓
R. E. Simpson
L. W. Rulien
R. H. Rumbolz

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DEC 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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I-5-5(44)285
7275

November 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Bonneville Power Administration
Tower 280, Bonneville-Oregon City Line
E. Portland Freeway-Wilsonville Intch. Sec.
Pacific Highway I-5
Washington County

NOTED
F. B. KLABOE

Dear Sir:

On October 28, 1968, a preliminary plan on the above subject project was transmitted to Bonneville Pow r Administration. The letter of transmittal, a copy of which is attached, contained a request for them to prepare an estimate and sketch for relocation of Tower #280 on their Bonneville-Oregon City line. This is the tower located in the median, just south of the Stafford Road Overcrossing, at Station L# 425+19.5.

In reply to our request, we received the enclosed letter from Bonneville Power Administra tion dated November 15, 1968. Their letter states that present plans are to retire this section of the Bonneville-Oregon City line within the next three years. Removal to be completed by December, 1971 or January, 1972.

The estimated cost, as set out in BPA's letter, to relocate the tower is$30,000.

In light of the above facts, we hereby recommend that the BPA Tower #280 be allowed to remain in its present location until the removal date of January, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
L. W. Rulien
R. H. Rumbolz

Enclosure

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

November 15, 1968

In reply refer to: ELS

Your reference:
E. Portland Freeway-
Wilsonville Interchange
Section, Pacific
Highway I-5

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Mr. Morgan:

Reference is made to your letter of October 28 transmitting a preliminary plan for the subject highway project and requesting an estimate and plan to relocate Tower 280 in the Bonneville-Oregon City line outside the proposed highway right of way.

We wish to advise you that present plans are to retire this section of the Bonneville-Oregon City line within the next three years. Removal of the line should be completed by December, 1971, or January, 1972. We have no plans to utilize this right of way in the foreseeable future, but if we do, the new line would be designed to span the freeway.

In view of this, we have not prepared a detailed estimate or plan for relocation of this tower; however, the relocation will probably cost approximately $30,000. If you need a detailed estimate, please let us know.

Sincerely yours,

Louis Cowan

Louis J. Cowan
Acting Chief
Branch of Land

Morgan		Pease	E
Docker		Morelock	
Bond		Trout	
Barbee	11-18-68	Scott	
Walker		Wills	
Glenn		Litchfield	TW
Swan		Colson	

NOTED
J. M. [illegible]

RECEIVED
NOV 15 1968

[illegible]

~~Stadium Freeway, Harbor~~
Portland
I-5-5(44)285
7275

November 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Project, Item 554, Project I-5-5(44)285, East Portland Freeway-Wilsonville Interchange Section (to provide 6 lane facility), which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intention to receive bids for this project on March 25, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

RNC:vr

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NOV 15 1968

~~[illegible]~~

~~[illegible]~~
Portland

I-5-5(44)285
7275

November 13, 1968

Mr. E. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Project, Item 554, project I-5-5(44)285, East Portland Freeway-Wilsonville Interchange Section (to provide 6 lane facility), which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intention to receive bids for this project on March 20, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RHC:vr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 Wilsonville Interchange N. 3.29 mi. 21 65	**ADT**	PRESENT 21,700	FUTURE 49,400 (66) (70)	YEAR 88 (71) (72)	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr. High Type Pave., 3 Strs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) / PL. AUTH YR. (74) (75)
CARD 4	CLASS OF FEDERAL FUNDS Interstate					COUNTY NAME Clackama	
	NAME OF URBAN AREA Portland 17-81					ROUTE NO. I	FEDERAL-AID I -5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
									ESTIMATED PROJECT COST	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)
5					**PE**		I-5 Wilsonville Interchange N. 3.29 miles.			
5					**ROW**		(E. Portland Freeway-Wilsonville Interchange Section)			
5					**CONST** (CODE)			3.29	5,000,000	4,650,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.29	5,000,000	4,650,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

mi. 65	**ADT**	PRESENT 21,700	FUTURE 49,400 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (6)	ITEM NO. 554 (14) (16)

MPV AGCY (69)	DA CLASSIF. — (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I - 14 23	NUMBER 5-5 7	SEQ. NO. (44) 13	I. Projects Only POST MI. 285 (24) (26)	DESIG. 27

COUNTY NAME Clackamas and Washington	067 (13)	CODE 005 (16)

ROUTE NO. I	FEDERAL-AID I -5 (32)	STATE (35)	U.S. I-5 (37) (41)	PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES			
MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
3.29	5,000,000	4,650,000	350,000	
3.29	5,000,000	4,650,000	350,000	
	(16) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK

(Full description)

Gr., Dr. 6-12' lanes
H. T. Pave., 76'
median, 12' R & 6' L
shldrs., 3 U'Xing
strs. (Length 949'
HC 40' to 48')

ROW- 300' normal;
Access Control-Full;
Parking Restrictions-
Complete.
Utilities-Adj. req.
incl. prep. work.

REMARKS

Additional Data: - Items 453 and 533,
Projects I-5-5(33)284 and I-5-5(41)285.

USCOMM DUSCOMM-DC 46805-P61

Project Data: Projects I-5-5(33)284 and I-5-5(41)285.

This project consists of grade and drain (2-12' lanes), 6-12' lanes high type pavement, 12' right and 6' left shoulders, 76' median revision of Stafford Road Interchange ramps and construction of three U'Xing structures to provide with existing facilities (4-12' lanes) and ultimate 6-12' lane facility.

Temporary lighting will be installed through the project to facilitate safe night traffic movement during construction. The 12' right shoulder area results from providing a temporary travel lane during the paving of the main 6 lane travel way.

Undercrossing structures

Norwood Road	U'Xing Str.	Length 293'	H.C. 40'
Stafford Road Interchange	U'Xing Str.	Length 314'	H.C. 48'
Boeckman Road	U'Xing Str.	Length 342'	H.C. 40'

The existing structures at Norwood Road, Stafford Road and Boeckman Road are being replaced by the structures listed above. Appropriate credit for Interstate Funds involved in existing structures will be made at PS & E phase.

RECEIVED
OCT 24 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-5(44)285
7275

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 22, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: Norwood, Stafford & Boeckman Rd. U'Xings
E. Portland Freeway-Wilsonville Section
Pacific Highway, I5
Clackamas & Washington Counties
Bridge Nos. 7575A, 7579A & 7695A

Dear Sir:

Transmitted herewith are two prints each of the Vicinity Map and Plan & Elevation Drawings Nos. 23729, 23799, 24369 through 24371 and 24376, for subject structures. Also included are two prints of the architectural perspective drawing of the Boeckman Road proposed structure.

As indicated on Drawing 24371, a five-span steel rigid frame is proposed for the Norwood Road site. The type of structure proposed is compatible with those structures under contract in the I-205 Interchange and at Sagert Road, both immediately north of the Norwood Road site. A minimum structural depth was desirable at this site in order to limit the extent of the grade revision required on Norwood Road.

The Stafford Road Interchange structure proposed is a two-span continuous post-tensioned box girder with short false abutment spans of reinforced concrete slab construction. The structure proposed satisfies the current criteria for safety setback of substructure elements; it has aesthetic appeal while providing a contrast in structure form, and it is competitive cost-wise with other structural types appropriate within the span lengths being considered.

The crossing at Boeckman Road is complicated somewhat by the presence of a frontage road parallel and adjacent to the southbound lanes. A three-span steel rigid frame is proposed here in order to limit the structural depth and still accommodate the desired spans. Existing development adjacent to Boeckman Road limits the revision to the existing grade, which can be made without causing substantial property damage.

NOTED
TOM EDWARDS

Approval of the removal of the existing structure and construction of new structures at these sites was contained in a letter of May 12, 1967, from your office. Traffic volume data justifying the roadway width on the new structures was contained in a letter of August 16, 1968, from Mr. F. D. Morgan, Construction Engineer, to your office.

The estimated cost of each of the three proposed structures, including removal of the existing structure and including an allowance for engineering and contingencies is as follows:

Norwood Road Undercrossing	$380,000
Stafford Road Interchange	$440,000
Boeckman Road Undercrossing	$450,000

The above prints are transmitted herewith as a preliminary submission on these structures for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

By
L. L. Wallace
Chief Bridge Design Engineer

WJH:jr
Attachments

cc: Tom Edwards
L. H. Young
C. E. Maison

RECEIVED
OCT 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 27 1968
FORM E-30 90M 12-65 34676

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 25, 1968

SUBJECT: Burns Brothers Proposed Truck Station, Stafford Road Interchange, I-5

To: MEMO TO FILE

Yesterday Larry Rulien and I met with Mr. Jack Burns and Art Mosely of the Burns Brothers Company to discuss certain matters concerning their proposal to construct a large truck stop in the southeast quadrant of this interchange.

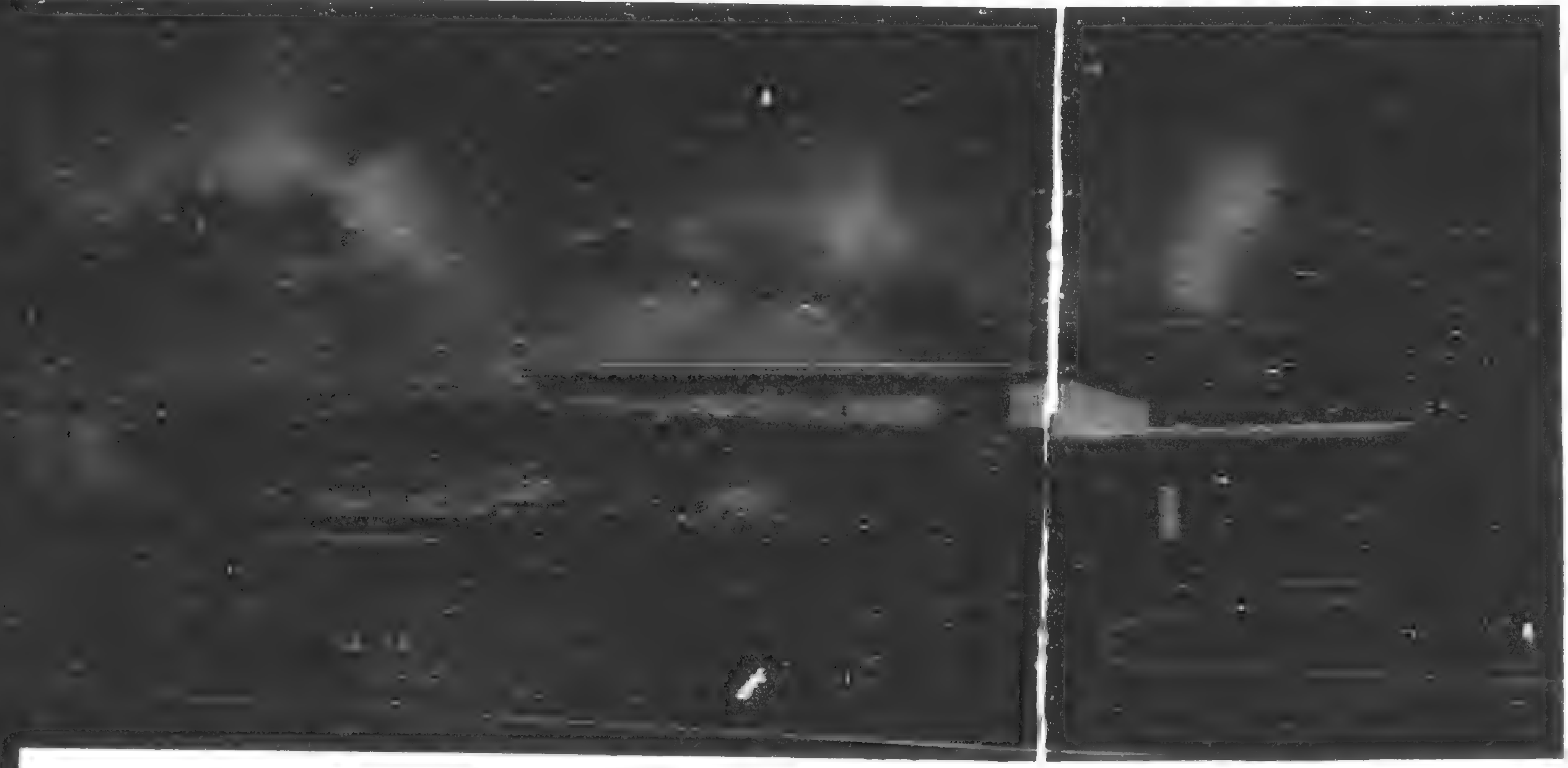
The meeting held at the location of the proposed building was called to particularly work out the details of the clearing operation on existing state highway property. At this time we own a small fringe of trees between the frontage road and the proposed truck stop. I went over the matter carefully with the members of the Burns Brothers Company and outlined how I thought this clearing should be accomplished. They were advised that we would have no objection to clearing out the blackberries and low-growing brush and some of the smaller oak trees. However, they will leave all of the larger firs and many of the larger oak trees in their clearing operation. Mr. Rulien will coordinate this work with them and oversee it to assure that our interests are protected.

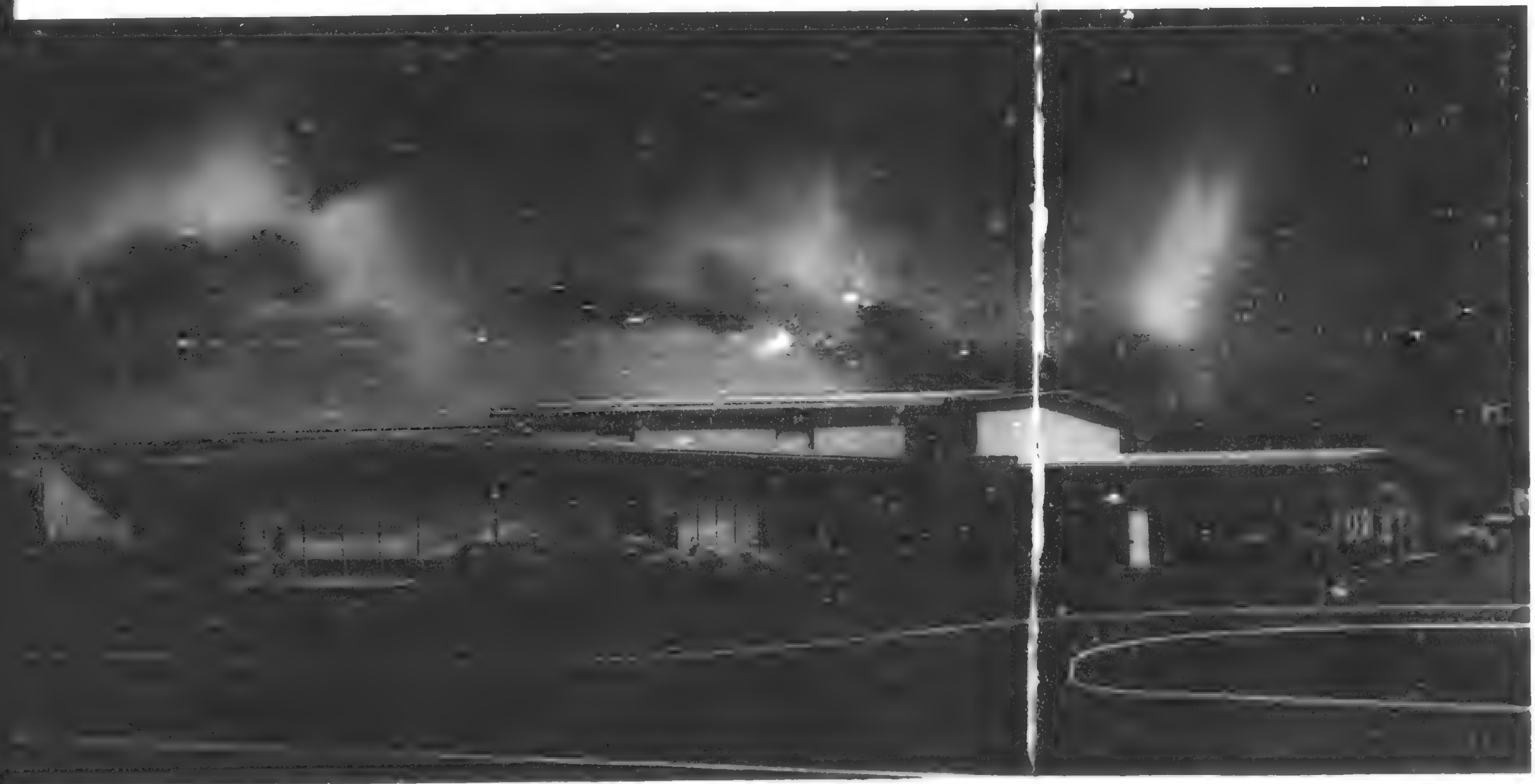
Mr. Burns seems satisfied with this solution to the problem and announced that he would start clearing on his property within the next week or two and that he would secure the necessary permission permits for the small amount of clearing to be done on our property from Mr. Rulien.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien





RECEIVED
JUN 4 - 1968

June 3, 1968

Burns Brothers Importers
420 S. E. Alder Street
Portland, Oregon 97214

Attention Mr. Jack H. Burns

Gentlemen:

Re: Stafford Road Interchange, Pacific
Highway (I-5), Washington County

Enclosed is a print of a portion of the proposed right-of-way map for the Stafford Road Interchange. Also enclosed are prints of the field engineer's proposed profiles for the revised Stafford Road ("S" line) and the revised frontage road ("ES" line).

Final plans have not as yet been worked up on this interchange and the enclosed prints therefore must be considered as preliminary and subject to change.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien

ADO:jp srb

FORM [illegible] (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Telephone Facility Adjustment
General Telephone Company of the Northwest Inc.
Stafford Interchange
East Portland Freeway-Wilsonville Interchange Section
Pacific Highway
Project No. I-5-5 (44) 285

Reference is made to our letter to Mr. R. E. Simpson dated January 27, 1970 which requested approval for participation in reimbursing General Telephone Company for the second relocation of their facilities at Stafford Road Interchange on the above subject project.

Mr. R. E. Simpson's memorandum of February 6, 1970 denied federal-aid participation in the cost of relocating General Telephone Company's facilities as the facilities were located on public right of way prior to their relocation.

We therefore request authorization to reimburse General Telephone Company, in the amount of $2,998.89, for the relocation of their facilities on a non-participating basis. Pertinent correspondence is attached for your convenience.

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

RECEIVED
FEB 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 6, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(33)284
East Portland Freeway-Wilsonville Interchange Section
General Telephone Company of the Northwest, Inc.
Telephone Facility Adjustment

Mr. Litchfield's January 27, 1970 request for Federal participation in the subject telephone facility relocation cannot be approved as it does not meet the conditions set forth in PPM 30-4 and Section 123 of Title 23, U.S.C. This utility was located on public right of way prior to the move and therefore the relocation costs are ineligible.

We agree it is unfortunate that two moves were necessary and also that the cooperation of the utility companies is extremely important but we can find no way under our regulations to participate in this relocation.

REFERRED TO Litchfield
BY ASST. STATE HWY. ENGR
2-10-70

Routing
Morgan
Decker
Bond
Walker
[illegible]
[illegible]
Pasto
Swan
[illegible]
7 [illegible]
Gallagher
[illegible]

RECEIVED
FEB 11 1970
CONSTRUCTION
DIVISION

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GENERAL TELEPHONE
COMPANY of the NORTHWEST Inc
315 CEDAR, BEAVERTON, OREGON 97005/AREA CODE 503/644-2111

October 9, 1969

Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

Attention: R. H. Rumbolz, Utility Liaison Engineer

REIMBURSEMENT - I-5 & STAFFORD INTERCHANGE
W.O. 551-755099

We have prepared an estimate of the reimbursement costs at the Stafford interchange following the form provided by your office.

If we can provide any additional information, please call Pat Quinn at 644-7555 or myself at 644-4477.

Your assistance in this matter is most appreciated.

R. E. Evenson
District Engineer

Enclosure

ESTIMATE OF REIMBURSEMENT COST
I-5 FREEWAY AND STAFFORD ROAD
W.O. 551-755099
START DATE 6-20-69--COMPLETION DATE 8-15-69

A. ENGINEERING COST:
Direct Labor Rates:
Outside Plant $ 8.83
Labor Overhead Rates:
Construction Codes 38.80%+8.83 = 12.25 x 20 hrs. = $245.00
Removal Codes 15.43%+8.83 = 10.19 x 15 hrs. = 152.85
Maintenance Codes 15.43%+8.83 - 10.19 x 15 hrs. = 152.85

TOTAL ENGINEERING COST . . . . $ 550.70
(taken from engineering rate and order sheet 1/1/69 to 12/31/69)

B. CONSTRUCTION COST:
1. Labor:

	Construction	Maintenance
Direct Labor Cost	$ 4.55	$ 4.55
Labor Overhead Cost	1.52	1.77
Vehicle Overhead Cost	.64	.64
Misc. Overhead Cost	.43	.32
TOTAL LABOR COST	$ 7.14	$ ~~6~~.28 7

Construction Hours - 95 x $7.14 = $678.30
Maintenance Hours - 48 x ~~6.28~~ 7.28 = ~~301.44~~ 349.44

TOTAL "C" & "M" COST . . . . $ ~~979.74~~ 1027.74

2. Material:

Cable, Alpeth FPA 200-22	1,000'	x 1.60 =	$1,600.00
Poles, 40' DF	4 ~~2~~ ea.	x 116.06=	~~348.18~~ 464.24
Poles, 45' DF	1 ea.	x 132.23=	132.23
~~Poles, 50' DF~~	~~1 ea.~~	~~x 163.95=~~	~~163.95~~
Strand, Messenger 10M	2,000'		
Strand, Guy 16M	120'	Cost Included	
Anchors	4 ea.	in Major Plant	
Guy Rod 1-1/4"	4 ea.		

TOTAL MATERIAL COST . . . . ~~$2,244.36~~ $2,196.47

C. REMOVAL COSTS
1. Labor:

Direct Labor Cost	$4.55
Labor Overhead Cost	.45
Vehicle Overhead Cost	.64
TOTAL LABOR COST	$5.64

Lineman 5.64 x 20 = $112.80
Splicer 5.64 x 22 = 124.08

APPROVED
V. E. Skoog
V. E. SKOOG, Controller

TOTAL REMOVAL COST . . . . $ 236.88

2. Salvage:
45' set in 1966 = $52.08 x 4 = $208.32
50' set in 1966 = 64.58 x 1 = 64.58
Cable: Alpeth 25-19 = .30 x 1,000'= 300.00
Cable: Stalpeth 1-24= .44 x 1,000'= 440.00

TOTAL SALVAGE COST . . . . $(1,012.90)
(All costs taken from broadgauge-Revised July-1969)
TOTAL COST OF JOB . . . . ~~$2,998.78~~ * 2,995.59

D. ADDITIONAL INFORMATION REQUIRED BY P.P.M. 30-4

1. Engineering will be done by General Telephone Company forces.
2. All construction work will be done by General Telephone Company forces.
3. This work does not affect a complete and independent unit of our system. The reimbursable section is not a mile in length.
4. This work will not result in a betterment to General Telephone Company's system. Two existing cables, a 100 pair and a 25 pair, were replaced by one 200 pair cable. Cable sizes come in 25x, 50x, 100x, 200x, etc., making the 200 pair the nearest to the required 125 pair. This does not increase the functional capacity of our plant.
5. The total cost of this job is less than $5,000.00; therefore, we would like to request a lump sum payment, per paragraph 7g (3) P.P.M. 30-4.

The total estimated cost of this work is ~~$2,998.78~~ $2,998.89

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 9, 1969

SUBJECT: Adjustment of Telephone Facilities
Stafford Interchange
East Portland Fwy.-Wilsonville
Interchange
Pacific Highway I-5
Clackamas-Washington Counties

To: Memo to the Files

Arrangements were made for a relocation of telephone facilities owned by West Coast Telephone Co., now General Telephone Co., in the area of subject interchange, as a result of the following actions:

October, 1965 - Project was listed on the Schedule of Contract Lettings for the date of March 10, 1966.

Preliminary construction plans were sent to all utilities.

December, 1965 - I met with the utilities involved and discussed conflicts and possible adjustments and requested the utilities proceed with their planning for removing the conflicts.

January, 1966 - West Coast Telephone called and advised they had completed their plans and requested the R/W for the southeast quadrant of the interchange be staked. Notified Lowell Johnston, Resident Locating Engineer.

February, 1966 - Staking of R/W was completed and West Coast Telephone notified.

March, 1966 - A meeting was held in Lowell Johnston's office with West Coast Telephone and Portland General Electric Co. for the purpose of reviewing West Coast plans. The relocation plans were approved, and West Coast proceeded to relocate their facilities.

The project continued to be carried on letting schedules of 1-13-66, 3-15-66, 4-29-66, and 7-5-66, although the scheduled letting dates were set back on each schedule. The schedule for 8-19-66 noted a change in the limits of the project and also listed a future letting date.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:lh

cc: L. W. Rulien

RECEIVED
APR 5 - 1968

UNITED STATES GOVERNMENT

Memorandum

FOR FILING
I-5-5(44)285
7275

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 3, 1968

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's March 19, 1968 letter requested the inclusion of one item in the subject program. This Stage 2 Right of Way project is approved effective today:

Item	Project	Location	Work
533	I-5-5(41)285	E. Portland Fry-Wilsonville	ROW

You are authorized to proceed with right of way incidentals and relocation payments for the entire project effective today. Also you are authorized to proceed with the actual authorization of five parcels; (42166(1), 42480, 42481, 42482 & 42483) effective today.

This right of way project provides for the additional right of way necessary to increase this segment to 6-lane standards. This action has a total estimated cost of $110,000 of which $101,000 is reserved as Federal-aid Interstate funds.

4-4-68

REFERRED TO

Young
Asst State Hwy. Engr.

RECEIVED
APR - 5 1968
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 25 1968
FOR FILING

I-5-5(44)285
7275

March 19, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Interstate right-of-way project, Item [illegible], Project I-5-5(44)285, which we desire to have included in the Federal-Aid Interstate Highway Program.

We hereby request your authorization to proceed with the incidentals and relocation assistance for the entire project and authorization to proceed with the actual acquisition of five parcels, File Nos. 48144(1), 48480 through 48483. In support of the request, we are enclosing two copies of ROW Map 3B-34-16 with the parcels involved outlined in red and a copy of Mr. Oakes' letter of March 15, 1968, which sets forth the estimated costs.

We will request, as soon as descriptions are received, authorization to acquire the balance of the right of way needed for physical 6-laning of this section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

RECEIVED

RNC:la

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Wilsonville North 3.58 miles 21 65	**ADT**	PRESENT 21,700	FUTURE 49,400 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) ROW Purchase 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Clackamas and	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL - AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST B TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 Wilsonville North 3.58 miles (East Portland Freeway Interchange-Wilsonville Interchange Section)			
5					**ROW**			3.58	110,000	101,000
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.58	110,000	101,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Relocation Assistance

104(b)(5) 1968 Estimat

Public hearing stipulat

under P.E. Project I-5

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 21,700	FUTURE (66)–(70) 49,400	YEAR (71)–(72) 88	REGION 08	STATE NAME Oregon	STATE CODE (2)–(3) 35	APPN CODE (4)–(5) 042
							ITEM NO. (14)–(16) 533	

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23	PROJECT NUMBER NUMBER SEQ. NO. 7–13	I. Projects Only POST MI. (24)–(26)	DESIG. 27
					I	5-5 (41)	285	

COUNTY NAME	CODE (14)–(16)	PROGRAM STAGE
Clackamas and Washington	005	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37)–(41)
I	I-5		I -5

ESTIMATED PROJECT COST BY PHASES

MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(78)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					ROW Purchase Including incidentals and relocation assistance. (Future construction to provide ultimate 6-lane facility)
3.58	110,000	101,000	9,000		
					ROW-300' normal; Access Control - full; Parking Restrictions - complete.
3.58	110,000	101,000	9,000		
	(16)–(23)	(24)–(33)			

REMARKS

Additional Data: Item 453, Project I-5-5(33)284
Relocation Assistance - One family $200.
104(b)(5) 1968 Estimate - $12,000, Section C-2.0.0
Public hearing stipulation furnished by our letter of February 2, 1967, under P.E. Project I-5-5(33)284.

USCOMM-DC [illegible]

I-405-8(17) Fremont Bridge Section, of 1972
303 Stadium Freeway, in Portland
#7276 (Superstructure) Folder #8

C & A	3904	
	4164	
	4399	12-24-73
	4400	
	4680	3-8-73
	5201	2-6-75
	5253	3-25-75
	5642	4-27-76
RR	603	5-21-74

#7276 7-18-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
J. Hansen, W.J.E. & Associates

DATE OF INSPECTION 7-18-79	INSPECTION MADE BY H. A. Schell, Div Bridge Engineer	PROJECT NO. I-405-8(34)303

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED %	WORK COMPLETED 63 %

FREMONT BRIDGE POST CONSTRUCTION EVALUATION

This inspection was performed in order to evaluate the instrumentation on the structure and report on the status of the investigation to date. A battery of instruments have been installed in accordance with the working plan as developed by the Technical Committee and W.J.E. & Associates. (See attached W.J.E. & Associates letter dated June 21 to John Howard). Instrumentation observed during this inspection were (1) 3 strain gage rosettes placed on the inside of the web plate of the NW quadrant tie girder on PP 14 adjacent the fillet weld connection of the arch to the tie girder. (2) Rosettes placed at a stiffner and floor beam location (N10-11) in the tie girder web close to the upper flange. (3) Bottom flange rosettes placed at the vent hole location N 5 & 6. (4) Blind hold instrumentation tie girder web in accordance with sec. "B" work plan.

Four men were installing instruments and reading the printout and computer results.

Dr. Fisher has been in the area for the last week and has been going over the instrumentation and the results of the readings to date. The controlled loading with the heavy vehicles was performed this last Sunday, July 16. The 170,000 lb. maximum truck load was used in evaluating the structure response. Testing was performed between 6 a.m. and 7:30. The maximum response of any of the gages read was 35 micro-inches which reduces to approximately 2 ksi. As the load left the structure at approximately 7:30, the south girder showed the residual reading of 32 micro-inches indicating the sun had warmed up the steel and the temperature stresses at that moment had almost equaled the induced live loading in the tie girder. In fact, to date temperature stresses seem to have the greater influence on stress in the structure. (This relatively large load does not equal the 640 lbs per lineal foot lane loading required under the AASHTO design requirements.) Differential temperature variations have ranged up to 54 degrees (10 ksi) between top and bottom flanges of the southern tie girder. It appears that the bottom deck is adding to the rigidity of the tie girder and with this subsequent frame it is possible that this might account for lower than expected stresses due to live loading.

FORM FHWA-1448 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

Maximum differences recorded with continuous monitoring is less than 50 micro-inches. (The apparent maximum temperature stress variation (if this temperature stress variation is maximum) will cycle much less frequently than the live load and the fatigue effect will be less influential in its effect on the steel and the welded connection. Total maximum variation including all factors (Ld, temp, etc.) is 500 micro-inches which is about 33 ksi in the web plate. The average is about 300 micro-inches which is about 15 ksi in the web plate.

Blind hole testing to date has not been very successful. Repeatable results have not been accurate. It is possible that this method of stress measurement is a failure for this structure. This could be partially attributable to residual stresses locked into the tie girder web plate during fabrication.

To date, no samples have been taken from the structure. The list of sample locations have been forwarded to A. Whitney for comments and review. W.J.E. & Associates are using to the extent possible in the testing and sampling program, rejected PP3 sections stored at the site. Only one heat is available for comparison of an existing heat on the structure. There will be approximately three other sampling areas on the structure. Straining gages will be installed initially on some samples prior to drilling to obtain a before and after effect on the sample. This might help determine fabrication stresses at these locations.

Mr. Hansen indicated that he received the compact tension testing information suggested by our Washington Office and sampling will be in accordance with these requirements. (See letter to W.J.E. & Associates 6/21/79 by Hart.) On the bottom flange area at PP 6 of Girder No. 6 where low charpy values were obtained, the contractor is recording manually readings for temperature and stress due to loading response at this location.

The contractor appears to be doing an excellent job instrumenting and recording data. He is efficient and his crew appears well-schooled.

8-1

Cys [illegible]

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Wiss, Janney, Elstner and Associates, Inc.
CONSULTING AND RESEARCH ENGINEERS
(312) 272-7400
330 Pfingsten Road
Northbrook, Illinois 60062

J. F. WISS
J. R. JANNEY
R. C. ELSTNER
J. M. HANSON
B. BRESLER

J. A. HANSON
C. B. MONK
E. L. PERRINE
D. W. PFEIFER
H. K. PRESTON
J. G. STOCKBRIDGE

T. M. BROWN
A. J. GOUWENS
R. J. KRAUSE
S. E. THOMASEN

K. J. BEASLEY
I. R. CHIN
C. D. COMARTIN
O. E. CURTH
J. J. GODFREY
R. J. KUDDER
P. W. LINEHAM
S. MARUSIN
C. A. PETERSON
S. G. PINJARKAR
J. L. SIMKUNAS

June 21, 1979

Mr. John D. Howard, Resident Engineer
Oregon State Highway Division
1919 NW Thurman
Portland, OR 97209

Re: WJE No. 78646

Dear John:

We have developed a tentative test program and schedule, shown in Table 1, for the field testing on the Fremont Bridge, to carry out the work discussed in Appendix No. 4 of our Working Plan. Further description of each test program is provided in Table 2.

Test Program Nos. 9 and 10 call for readings under a controlled loading of four heavy vehicles. We are requesting that OSHD provide these vehicles. We tentatively plan to place the vehicles side-by-side in two adjacent lanes on the upper deck of the bridge. The static test would be conducted with the four vehicles stopping at intervals along the bridge, while the dynamic test would be conducted with the vehicles moving at normal speed. These tests are tentatively scheduled for Saturday, July 14, in anticipation that a time period for the test could be selected when other traffic on the bridge could be minimized, or even curtailed.

Because of the rather pressing time schedule, we are sending copies of this program and schedule to members of the Technical Committee, with the request that they send comments directly to Walter Hart by July 2, 1979.

Very truly yours,

WISS, JANNEY, ELSTNER AND ASSOCIATES, INC.

John M. Hanson
John M. Hanson
Project Manager

JMH:rg

RECEIVED
JUN 26 1979
BRIDGE SECTION

cc: W. Hart
J. Jenkins
H. Schell
C. Hartbower
F. Sears
J. Fisher
R. Goldsmith
R. Schwein
B. Bresler
C. Comartin

Table 1. Tentative Test Program and Schedule

Instrumentation	Date in Month of July(1)									
	10	11	12	13	14	15	16	17	18	19
	Test Program No.									
Strain gages on Sections A, B, C, D at Panel Point 14, south tie girder	1,2,3	5	6	7,8	9,10	11	12	13	14,15	16,17
Strain gages on Sections A, B, C, D at Panel Point 14, north tie girder	1,2,3	5	6	7,8	9,10	11	12	13	14,15	16,17
Strain gages on cross section near Panel Point 6	1,2,3	5	6	7,8	9,10	11	12	13	14,15	16,17
Strain gages on fatigue-sensitive details	1,2,3	5	6	7,8	9,10	11	12	13	14,15	16,17
Whittemore gages	1			7						16
Thermocouples	1,4			7	9					16
Level Readings(2)	1			7						16

NOTES: (1) Recording systems will be checked out and calibrated on July 9, 1979. On July 20, 1979, the recording systems will be returned to WJE's home office. However, the instrumentation will be left in a condition that future readings can be easily made, with either automatic recording systems or manual systems.

(2) OSHD is requested to make the level readings on the indicated dates and time periods.

Table 2. Description of Tests

		Description
1	S	Initial readings for all instrumentation, taken between 3 and 5 A.M. Several sets of readings will be taken to check reproducibility.
2	S	Several sets of readings taken during heavy morning traffic, between 7 and 10 A.M.
3	S	Several sets of readings taken during heavy afternoon traffic, between 2 and 5 P.M.
4	-	Readings at 1 or 2-hr intervals, from 5 A.M. to at least 11 P.M. (If weather is not clear, test will be postponed to a later date.)
5	D	Recordings of groups of up to 9 gages, between 8 A.M. and 5 P.M.
6	D	Continue recordings of groups of gages, between 8 A.M. and 5 P.M.
7	S	Readings of all instrumentation between 3 and 5 A.M., to compare with Test No. 1.
8	-	Open. Take any desired readings.
9	S	Reading of selected set of approximately 60 gages under controlled loading of 4 heavy vehicles.
10	D	Recording of several groups of 9 gages under controlled loading.
11	S	Automatic reading of selected set of approximately 60 gages taken over full day.
12	D	Continue readings of groups of up to 9 gages, between 8 A.M. and 5 P.M.

Table 2. Description of Tests
(Continued)

Test Program No.	Type of Test Static(S) of Dynamic(D)	Description
13	D	Continue readings of groups of gages, between 8 A.M. and 5 P.M.
14	S	Take several sets of readings during heavy morning traffic, between 7 and 10 A.M., to compare with Test No. 2.
15	S	Take several sets of readings during heavy evening traffic, between 2 and 5 P.M., to compare with Test No. 3.
16	S	Readings of all instrumentation between 3 and 5 A.M., to compare with Test No. 1.
17	-	Open. Take any desired readings.

7½ 76.

cc: State (H. S. Coult
Washington, D.C. (HHO-32)

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-16-79

REGION NO. 10	REPORT NO. 32	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12-15-78	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-405-8(17)303
COMPLETION DATE 8-29-78	ACCEPTANCE DATE BY CONTRACT AGENCY 5-8-75 **	TIME ELAPSED 109 %	CONTRACT TIME 860 CD
APPROVED EXTENSIONS 593 CD	LOCATION Intersection of I-405 and I-5 Portland, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FREMONT BRIDGE SECTION
STADIUM FREEWAY
Superstructure

This project was completed at an approximate final cost of $29,000,000, including engineering. This represents a 20 percent overrun. A statement of overruns and underruns in individual items is included in the project records. Significant change orders have been discussed in previous inspection reports.

This project provided a 2,159 foot long double deck 8-lane structure across the Willamette River to link I-405 and I-5. The structure is a continuous stiffened tied arch.

**Acceptance by ODOT subject to satisfactory correction of deck pavement in accordance with agreement.

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cy Kasey

COPY SENT
JAN 18 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1-15-79	TITLE Field Operations Engineer	DATE 1-16-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

~~[illegible]~~ COPY 7276

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTME[illegible]F TRANSPORTATION - FEDERAL HIGHWAY AD[illegible]TRATION

STATEMENT OF MATERIALS AND LABO[illegible]USED BY CONTRACTORS ON HIGHWAY CONSTRUC[illegible]ON INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD ALL	*To be completed by Washington Headquarters Personnel*	2 - 4	5 - 8	9 - 12	13 - 15			
	16 - 18	19 - 22	23 - 24	25 - 27	28 - 30	31 - 33		

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Multnomah	FEDERAL PROJECT NO. I-405-8(17)303	URBAN (X) RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A		CONSTRUCTION TYPE CODES			X934	DATE STARTED August 11, 1970
	20	FINAL CONSTRUCTION COST	DOL.		27,508,636	DATE COMPLETED June 21, 1974
	21	LENGTH OF PROJECT	MILES		0.409	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
A	30	LABOR	TOTAL MAN HOURS 314,109	GROSS EARNINGS 3,245,033	
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		17,318,944
	9	PETROLEUM PRODUCTS	GAL.		239,843
	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		2,231
	4	LUMBER	THSD BD. FT		
D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		1,014,111
	8	STRUCTURAL STEEL	LB.		39,023
	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		3,841
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		362,000
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		8,646
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		19,690
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		70,000

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 - 52	53 - 61	62 - 70	

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in [illegible]nection with Items 17, 18, 19, 23 and 24 should not [illegible]ported unless difficulties are encountered in segregating such quantities from total quanti[illegible]

FORM PR-47 (REV. (10-72)

GPO 937-978

#7276

STATE OF OREGON INTEROFFICE MEMO

TO: Memo to the File

DATE: November 2, 1978

FROM: Walter J. Hart
Structural Design Engineer

NOTED
E. S. HUNTE

SUBJECT: Fremont Bridge (Willamette Riv.)
I-405
Bridge 2529
Contract 7276
Post-Construction Evaluation Study
Consultant Proposals

Expressions of interest for the subject study, as received from consulting engineering firms, were reviewed by a Consultant Selection Committee composed of the following persons:

E. S. Hunter, Technical Services Engineer, ODOT
Herb Schell, FHWA
Walter J. Hart, Structural Design Section, ODOT
John Jenkins, Engr. of Materials and Research, ODOT

On October 30, the committee selected four consulting firms which will be requested to submit proposals for the Post-Construction Evaluation Study.

Expressions of interest were received from the following seven consultants and the first four were requested to submit proposals:

Wiss, Janney, Elstner & Associates, Inc.
Peabody Professional Services, Inc.
Howard, Needles, Tammen and Bergendoff
Ammann & Whitney
Earl and Wright
Sverdrup & Parcel, Inc.
Hardesty & Hanover

RWE:smd

cc ~~E.~~ S. Hunter
Herb Schell
John Jenkins

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81-125-1387

7276 7

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. E. S. Hunter
Technical Services

DATE: September 20, 1978

SUBJECT:

Fremont Bridge
Contract 7276
Post-construction Evaluation

Walter J. Hart

FROM: Walter J. Hart
Structural Design Engineer

NOTED
H. S. COULTER

Attached is a copy of a Memo to the File by Mr. Teeter of the Structural Design Section staff. In it he recommends that certain corrective work be done to a number of weld details on the tie girder of the Fremont Bridge. The suggested work will clean up a number of potentially troublesome weld details prior to the onset of cold weather. I concur both in Mr. Teeter's recommendation that the work be done at this time and in the recommendation that it be undertaken by state forces. With your concurrence, we will work with the Region and will proceed as outlined.

[illegible] Willa. R.

The work proposed is only an interim step in the post-construction fail-safe evaluation of the critical members of the Fremont Bridge. We are in the final stages of drafting a proposal for consultant services to do a complete evaluation of the fracture critical members of the Fremont Bridge. That study will include recommendations for corrective work as necessary.

WJH:dh

cc Glen L. Green
E. L. Hardt
John Jenkins

9-20-78 NOTED
E. S. HUNTER

Orig — Walt — Proceed as rapidly as possible.
ESH

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cc Coulter
& File

81-123-1367

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo to the File

DATE: September 14, 1978

SUBJECT:

Fremont Bridge Superstructure
Recommended Repairs at PP 14
Bridge 2529

Gary C. Teeter

FROM: Gary C. Teeter

Inspection of a representative sample of the welds in areas considered likely to have problems at panel point 14 has revealed a pattern of cracking. The areas where cracking was discovered are identified in red on attached drawing 104CG.

We are concerned about these cracks for several reasons, as follows:

1. They are in regions expected to have a high degree of geometric stress concentration. This, along with the stress concentration caused by the cracks themselves, may make the cracks grow by fatigue at a fairly low cyclic stress level. We don't know what the nominal cyclic stress levels are and cannot predict them analytically. It will be necessary to monitor stresses with strain gages to determine what they are.

2. The toughness properties of the steel in the region of the cracks is unknown. This means that we don't know how large a crack can be tolerated before crack growth and brittle fracture occur.

3. The true magnitudes and state of stress in the Panel Point 14 areas are unknown. However, they are expected to be very large both because of residual stresses resulting from fabrication and service loading being magnified by the stress concentrations caused by the complex geometry.

4. Only a sampling of the connections at Panel Point 14 have been inspected. Based on the experience of this sample inspection, it is anticipated that the same pattern of weld cracks will exist in the connections which have not been looked at.

A complete long-term solution to the problems in these areas is not immediately obvious and will have to await accumulation of more stress data and study. However, it is recommended that immediate steps be taken to remove all existing cracking in these areas before winter's cold temperatures lower the toughness of the steel and make it more susceptible to crack growth or fracture. In all cases, removing a given crack by grinding with a carbide burr will eliminate its immediate danger to the structure.

The following are descriptions of the problem areas and the suggested limits of grinding. From initial inspections, it appears that the proposed metal removal in each case will be sufficient to completely remove cracking. In

81-125-1387

all cases dye penetrant inspection should be done periodically during and after grinding and the results photographed as a permanent record.

A. Bottom of Lifting Beam Stiffeners - The areas where cracking has been found is at the bottom of the lifting beam stiffeners and is identified in red as "A" on attached drawing 104CG and Figure 1(a).

The recommended correction involves grinding out the weld and existing cracks approximately as shown in figure 1(b).

B. Intersection of Top of Arch and Bottom of Tie Girder - This area is identified in red as "B" on drawing 104CG and on Figure 2. The recommended correction is to remove the existing weld between the arch web and the tie girder web and flange to a level approximately one inch above the bottom flange of the tie girder as shown in red on Figure 2.

C. Fillet Weld Around the Arch Under the Tie Girder - This area is identified in red as "C" on drawing 104CG and on Figures 2 and 3(a). The recommended correction is to grind the weld back to a point where a hole is cut into the slot in the bottom flange. The end of the weld can then be rounded in a manner that will minimize stress concentrations and allow inspection to determine if cracking re-initiates at this point.

This correction has been performed on the southeast corner of the structure.

Figures 3(a) and 3(b) show the before starting and after grinding conditions at this corner.

C. End of Fillet Weld between Bottom of Arch Web and Tie Girder - This area is identified in red as "D" on drawing 104CG and Figure 4. Extensive cracking was found at the end of this weld. The recommended correction is to grind the weld back to a point approximately one inch above the bottom flange of the tie girder. Figure 4 shows this area as it appeared during preliminary inspection.

It appears that the best way to get the forgoing work done in a controlled manner before winter is to use state forces. Based on the grinding work we have already done in the preliminary inspection, it is estimated that the work could be completed in approximately 22 working days with two crews of two men grinding, my overseeing the operation, and bridge maintenance people providing work access services as needed, for a total cost of approximately $24,000.

The manpower and equipment needed are listed below, along with their estimaged costs.

Grinding Labor Crew = 2 men
(Includes SE, SW, NE, and NW corners)

Detail A - 3 crew days/corner	12 crew days
Detail B - 3 crew days/corner	12 crew days
Detail C - 1 crew day/corner	4 crew days
Detail D - 3 crew days/corner	12 crew days
Misc.-moving lights, equipment, etc.	4 crew days
Total Grinding Time	44 crew days
(44 crew days)(2 men/crew day)(8 hours/day)	= 704 man hours
Total Grinding Labor at $10/hr.	= $ 7,040
Crew Transportation	= 440
Total Grinding Crew Cost	= $ 7,480

Grinding Materials (Not including equipment already used for inspection)

New Grinder (assuming 2 crews)	= $ 230
Carbide Burrs	= 300
Generator and Lights	= 100
Misc.-Safety Equip., Dye Penetrant, etc.	= 400
Air Compressor @ $25/day	= 550
Photo Supplies	= 400
Total Supplies	$ 1,980

Bridge Crew

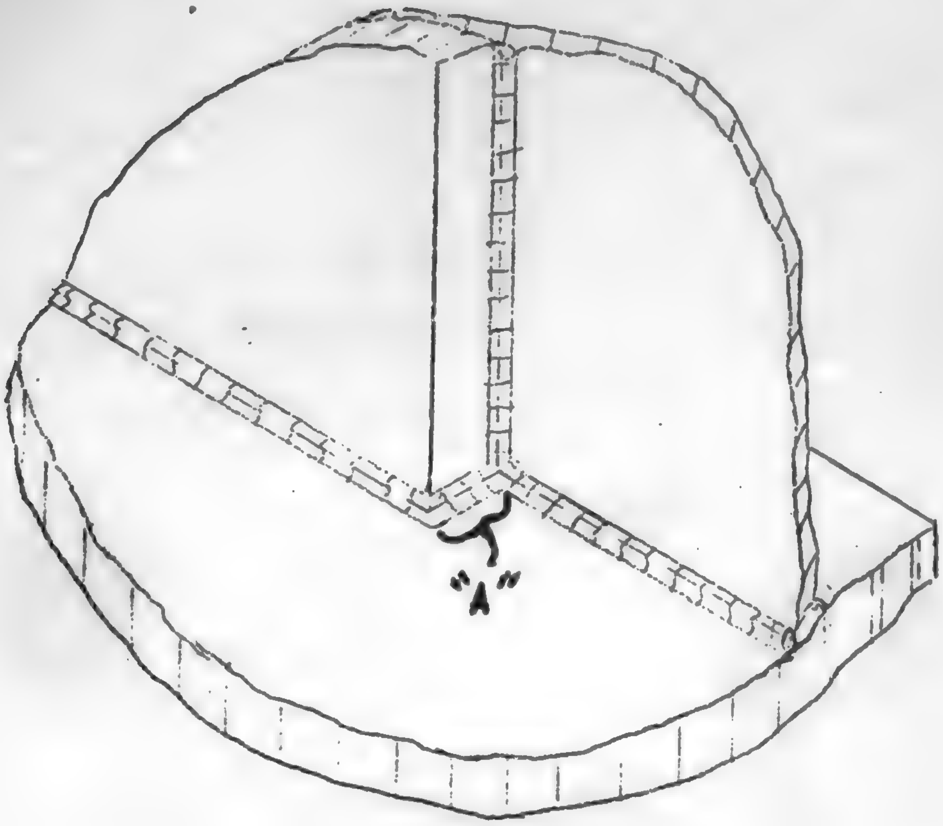
Remove cover plates, move work platform
Requires crane truck, compressor, full crew - 3 days

Provide access to "C" details
Requires crane truck and operator - 3 days

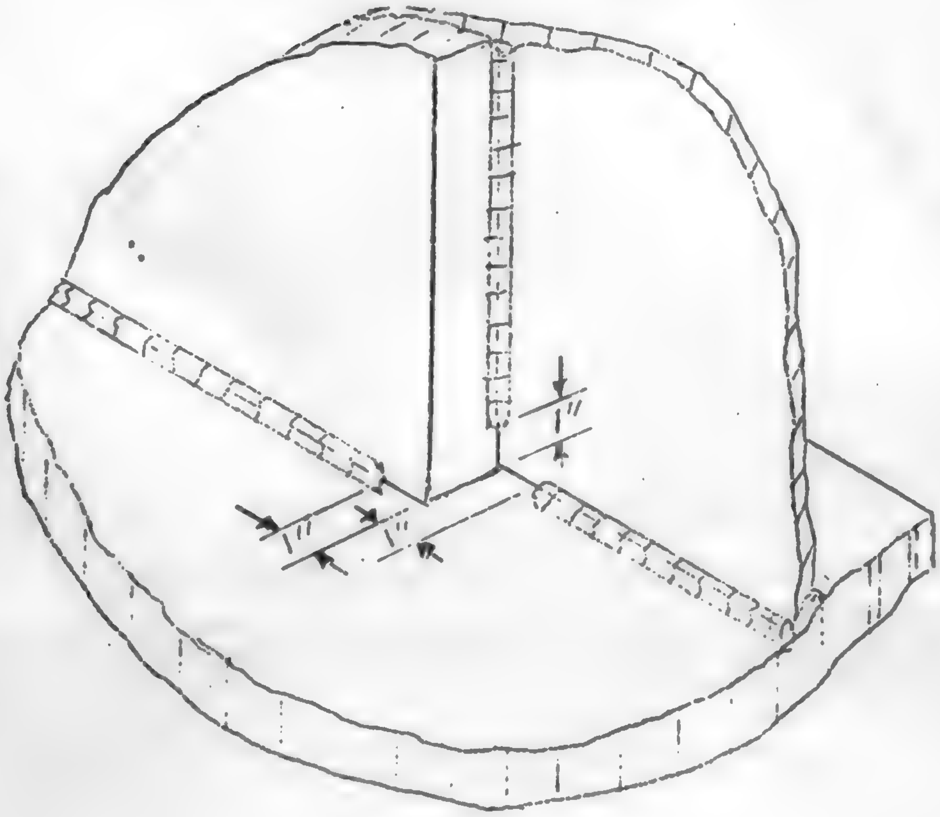
Assume full crew costs $1,000/day			$3,000
Truck and one man $200/day			600
Total			$3,600
Engineering and Technical Support			
40 days at $16/hr.		$5,120	
Expenses		150	
Car - 22 days at $15/day		330	
		$5,600	
Total Estimated Cost	$18,660		
25% contingencies	4,665		
TOTAL	$23,325		

GCT:dh

Attachments



(a) As Constructed



(b) Modification

Figure 1 - Bottom of Lifting Beam Stiffener

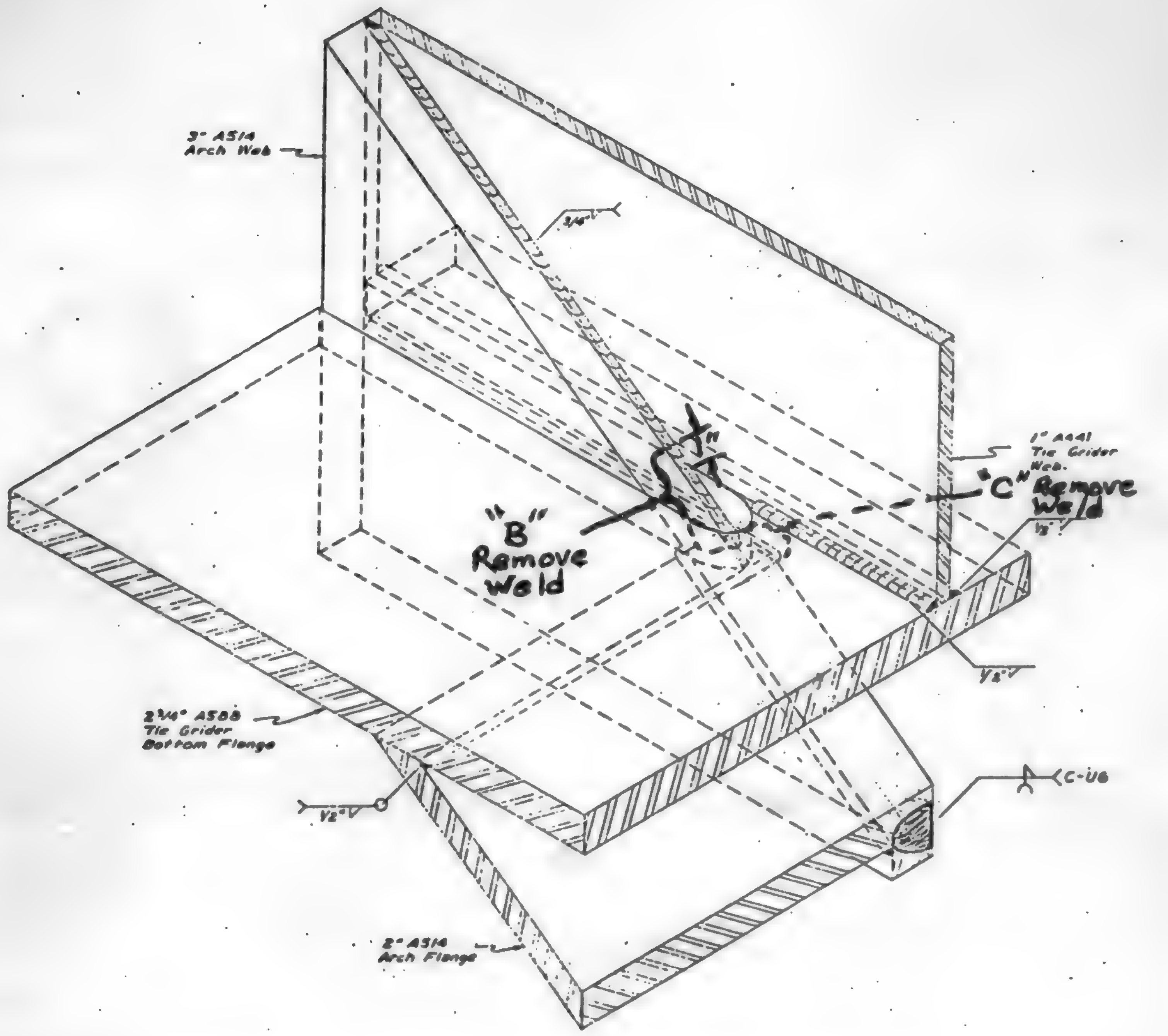
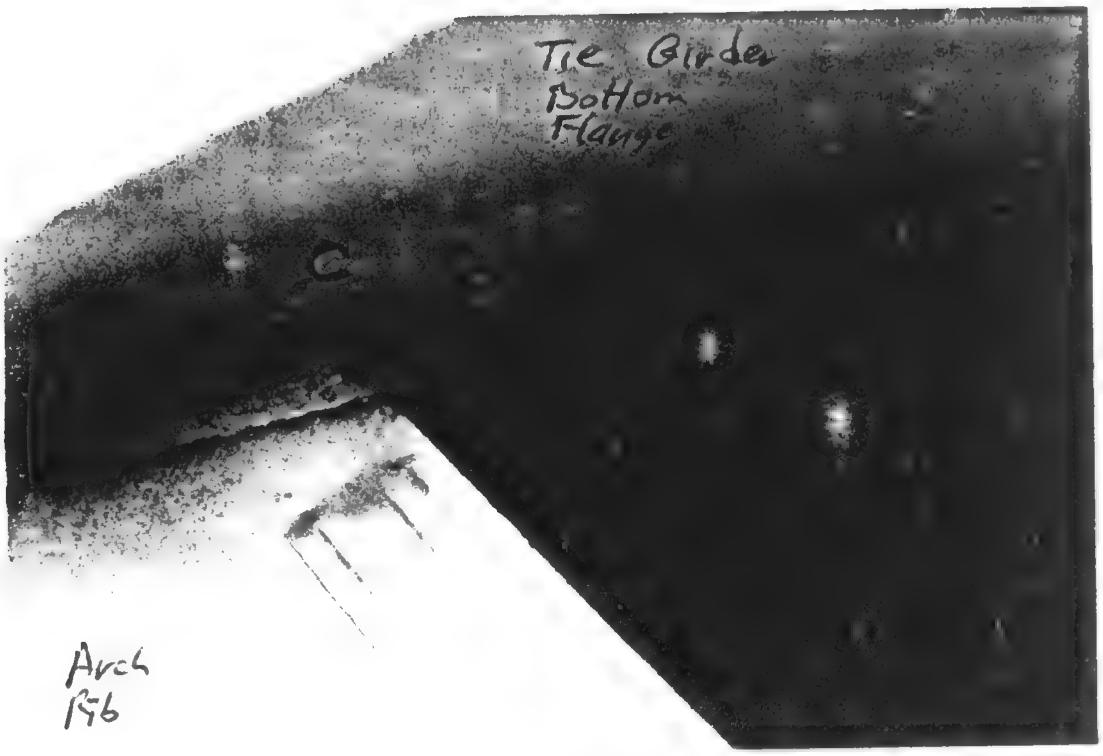
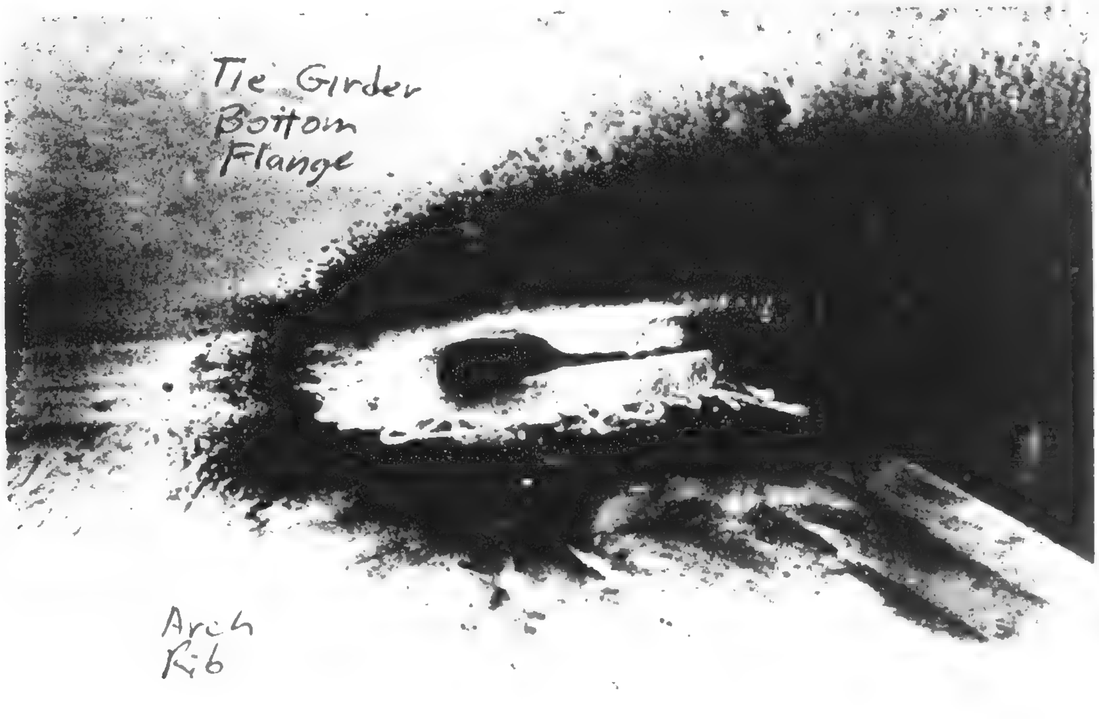

3" A514
Arch Web
3/4"
1" A441
Tie Grider
Web.
1"
"B"
Remove
Weld
"C" Remove
Weld
1/2"
1/2" V
2 1/4" A588
Tie Grider
Bottom Flange
1/2" V
C-U6
2" A514
Arch Flange

Figure 2 - Intersection of top of arch and bottom of tie girder at Panel Point 14.


Tie Girder
Bottom
Flange
Arch
Rib

(a) As Built


Tie Girder
Bottom
Flange
Arch
Rib

(b) Modified Corner

Figure 3 - Intersection of top of arch and bottom of tie girder at Panel Point 14 - Southeast corner.

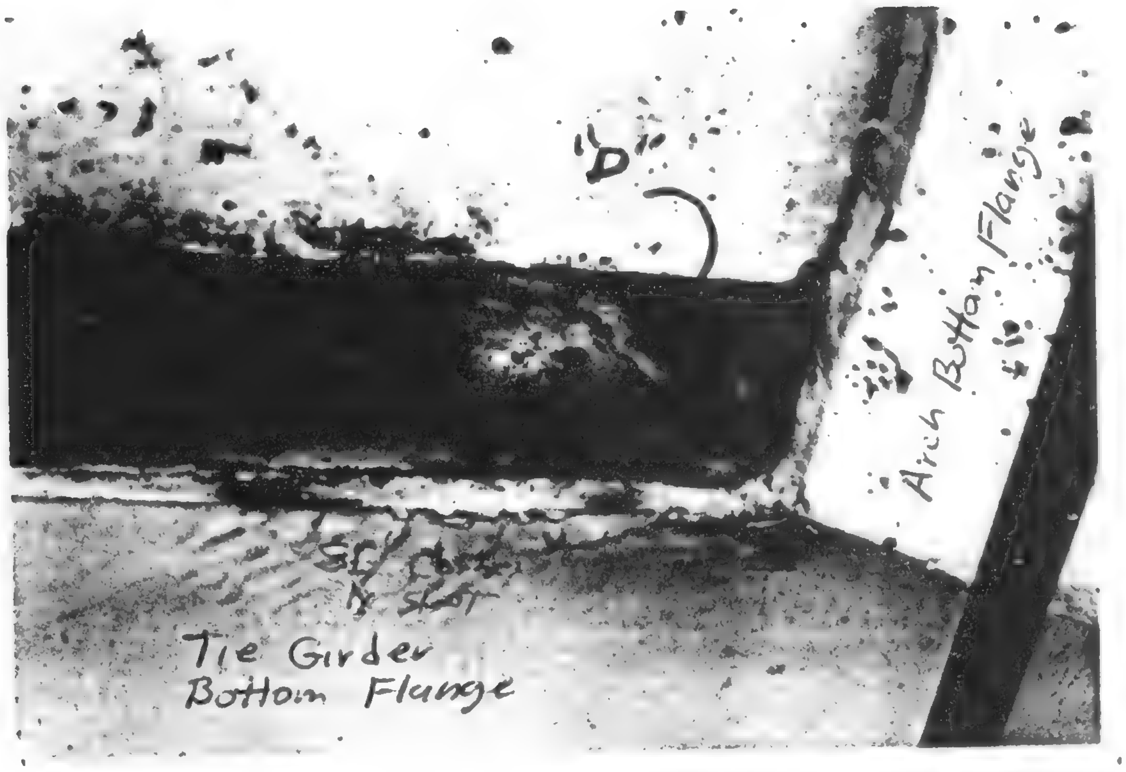
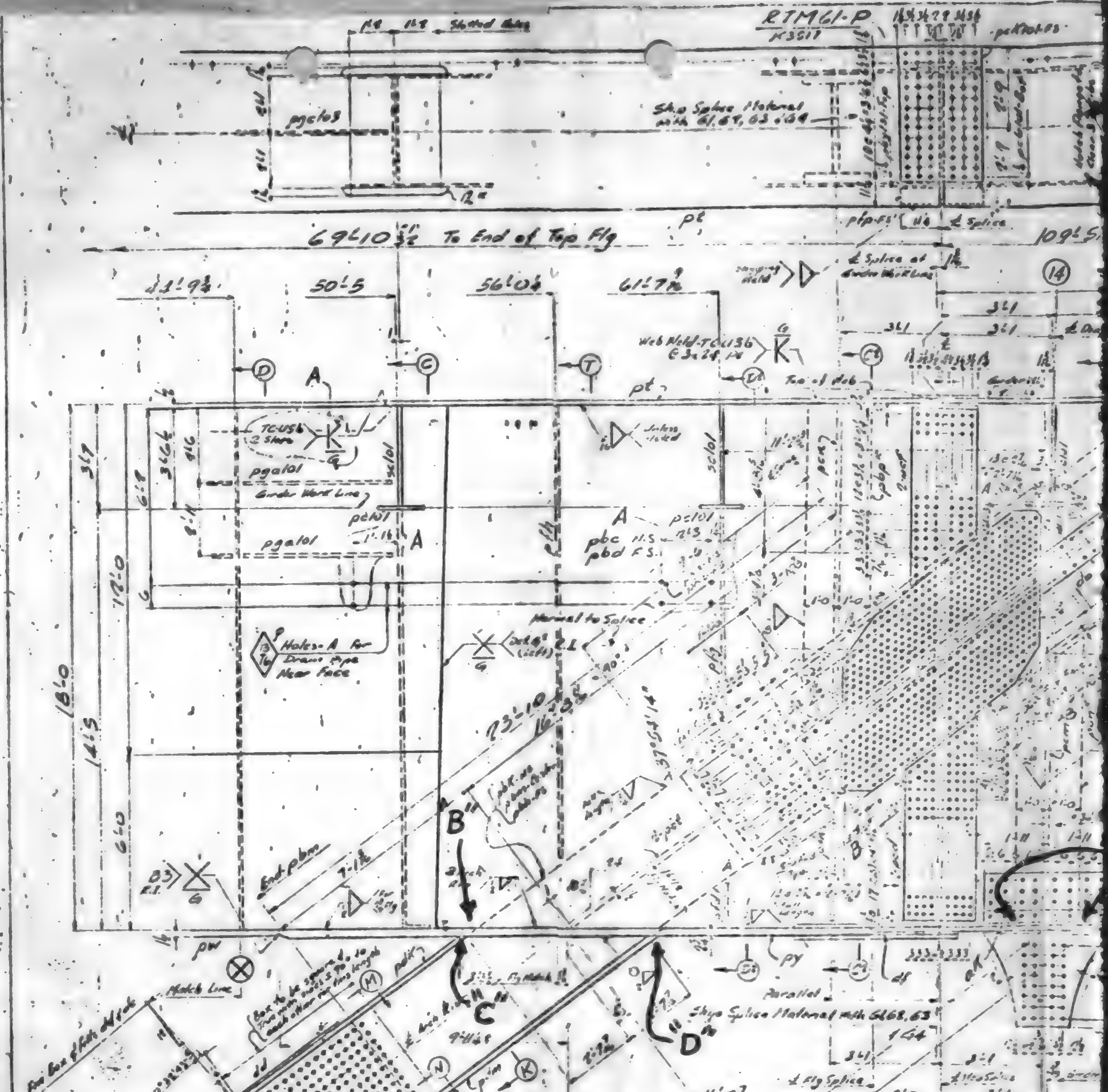
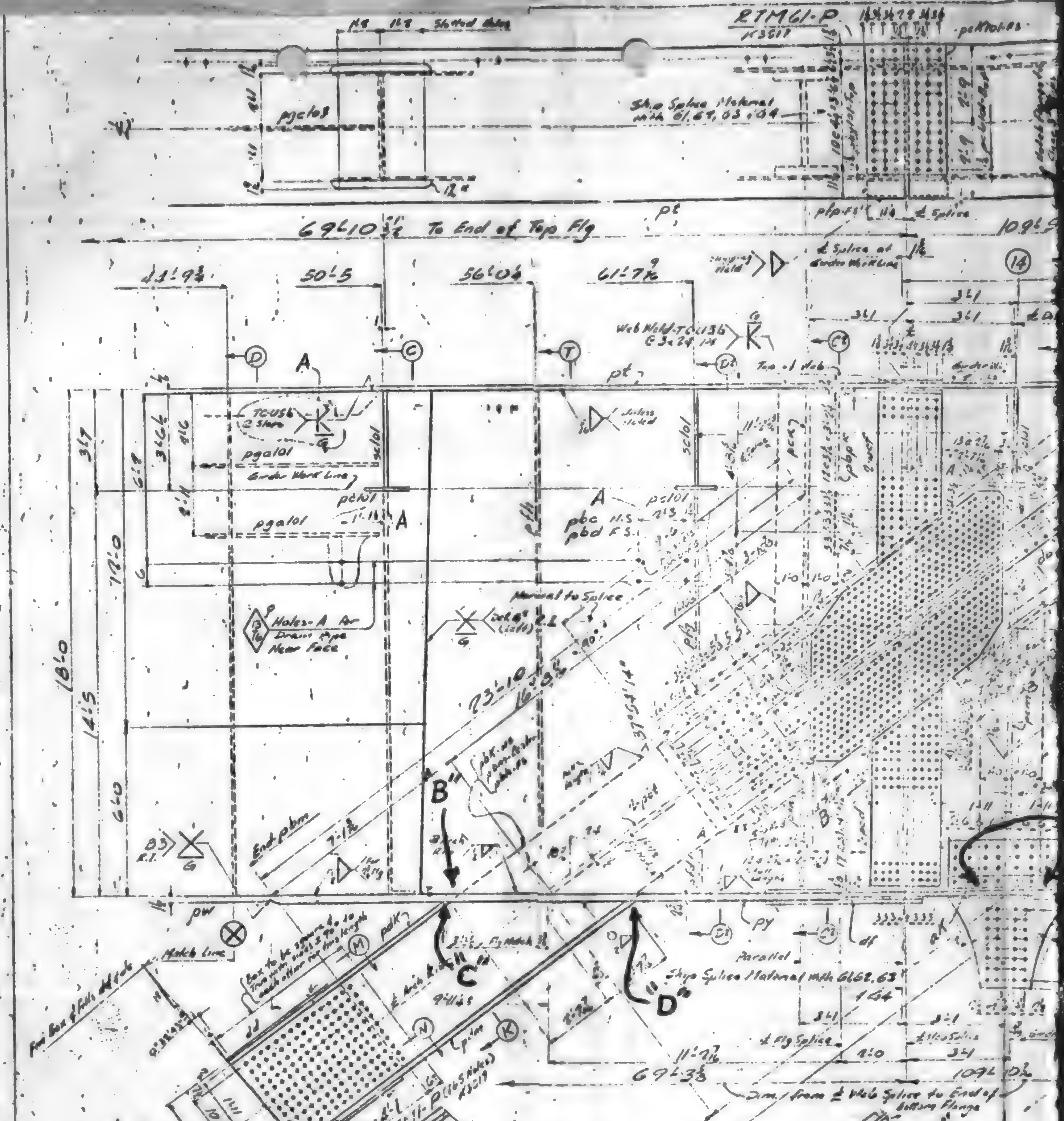
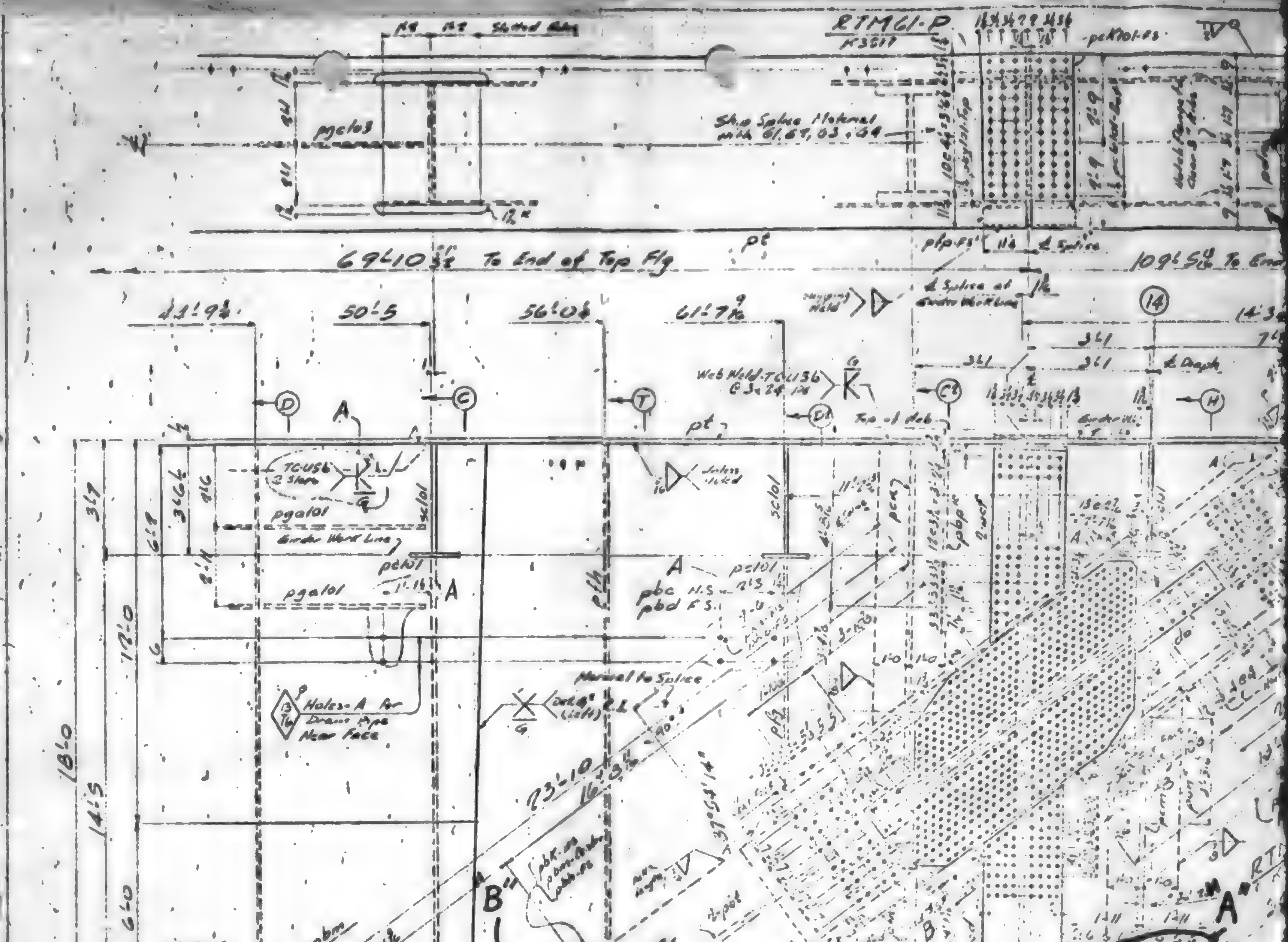
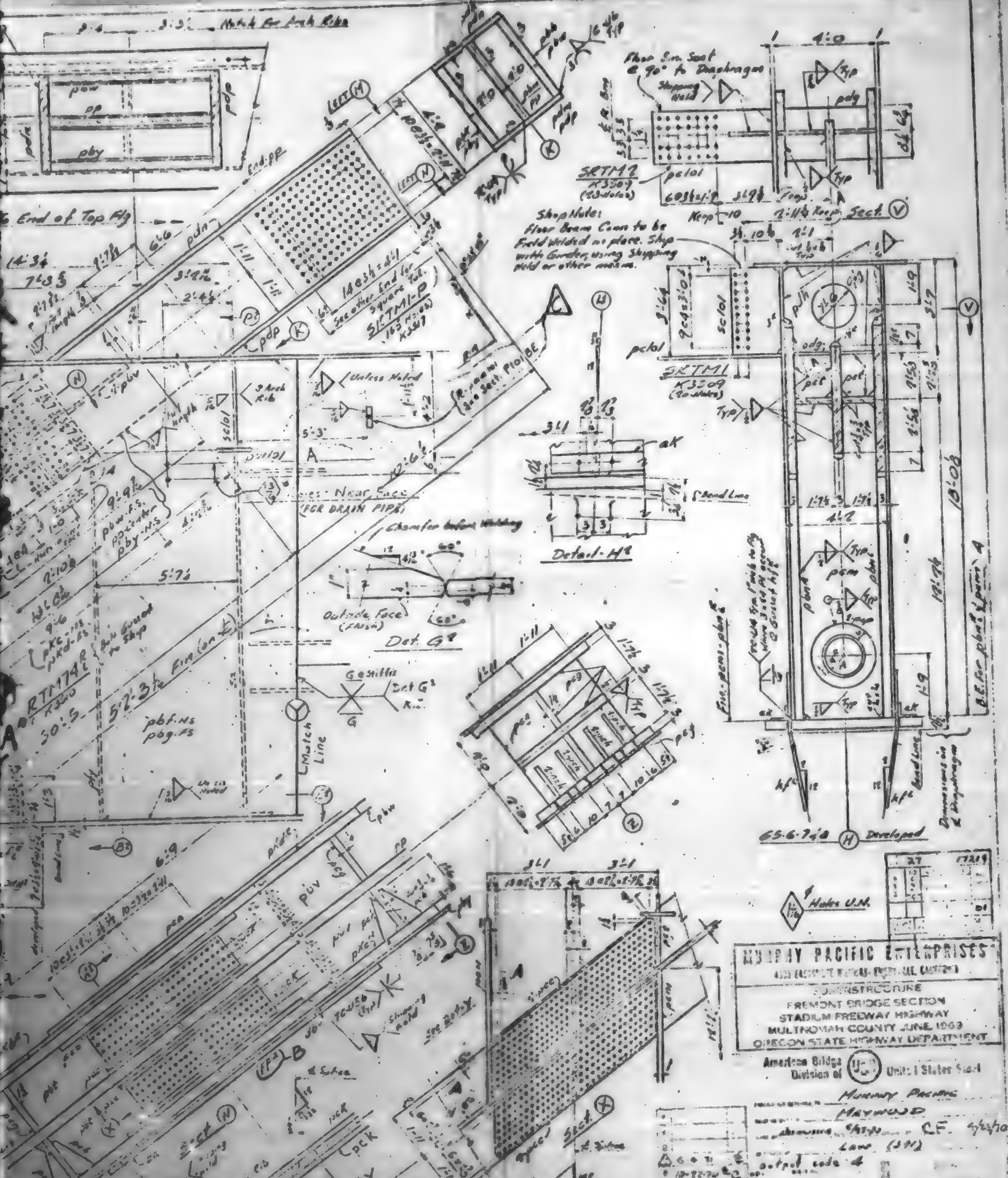

"D"
Arch Bottom Flange
Tie Girder
Bottom Flange

Figure 4 - Intersection of bottom of arch and bottom of tie girder at Panel Point 14.


RTM61-P
K3517
Slotted Holes
pgclo3
Shop Splice Material with 61, 67, 63 & 69
69'-10 3/4" To End of Top Flg
109'-5
41'-9 1/2
50'-5
56'-0 1/4
61'-7 7/8
Web Weld-TC-U36
Top of Web
TC-U36
3 Sheets
pgalo1
Girder Work Line
pelo1
pbc N.S.
pbd F.S.
Normal to Splice
Holes-A for Drain Pipe Near Face
73'-10
16'-8 3/4
18'-0
14'-5
12'-0
6'-0
End-pbm
B"
C"
D"
pw
py
Match Line
Parallel
Shop Splice Material with 61, 68, 63
Flg Splice
Web Splice
69'-3 3/8
11'-7 7/8
109'-10 3/4
Dim. from Web Splice to End of Bottom Flange
SRTM1-P
K3517
View M
(14)
A
B


RTM61-P
K3517
Slotted Holes
pgc103
Ship Splice Material with 61, 62, 63 & 64
69' 10 3/4 To End of Top Flg
41' 9 3/4
50' 5
56' 0 1/4
61' 7 9/16
Shipping Weld
℄ Splice at Girder Work Line
Web Weld-TC-U3b
Top of Web
A
TC-U3b 2 Sides
pga101
Girder Work Line
pc101
pga101
A
pbc N.S.
pbd F.S.
Holes-A for Drain Pipe Near Face
Normal to Splice
B
End-pbm
B3
C
D
pw
Match Line
pdK
Box to be square to to within ±1/16" and be the same length
Ship Splice Material with 6162, 63 & 64
Parallel
py
df
℄ Flg Splice
69' 3 3/8
Dim. from ℄ Web Splice to End of bottom Flange
109' 10 1/2
SRT111-P
K3519
SRTM11-P K3519
View M
Sect. N
A


RTM61-P
K3517
Slotted holes
pgelo3
Ship Splice Material with 61, 63, 03 & 64
69'-10 3/8 To End of Top Flg
109'-5 To End
43'-9 1/2
50'-5
56'-0 1/4
61'-7
Web Weld TC-U156
Top of Web
pt
Girder Work Line
pgalol
pelol
pbc N.S.
pbd F.S.
Holes-A for Drain Pipe Near Face
Normal to Splice
18'-0
14'-5
12'-0
6'-0
End pbm
pw
Match Line
B
C
D
A
Parallel
Ship Splice Material with 61, 62, 63 & 64
£ Flg Splice
69'-3 3/8
109'-10
Dim. from £ Web Splice to End of Bottom Flange
SRTM1-P
K3517
View M
SRTM1-P (143 Holes) K3517
SRTM1-P (165 Holes) K3517
del. This end
Sect N

 Notch For Arch Ribs
pow
pp
pby
End pp
End of Top Flg
pdn
14:4¾
7:3⅝
6:6
3:9½
2:4½
Left (M)
Left (N)
(K)
See other End for Square Tab
SRTM1-P
K3517
Floor Bm. Seat
@ 90° to Diaphragm
Shipping Weld
SRTM2
K3509
(53-Holes)
pcl01
4:0
pdg
Typ
Sect. (V)
Shop Note:
Floor Beam Conn to be
Field Welded in place. Ship
with Girder, using Shipping
Weld or other means.
sc101
SRTM1
K3509
(50-Holes)
pcl01
(H)
Unless Noted
9 Arch Rib
(R-Pocket)
3:1
aK
A
Holes Near Face
(FOR DRAIN PIPE)
Bend Line
Detail-H²
Chamfer before Welding
60°
Outside Face
(Flush)
Det. G²
9:9½
pbw F.S.
pdc N.S.
pby N.S.
5:7½
RTM74R
K3510
30:5
5:7:3½ Fin (on ℄)
pbf N.S.
pbg F.S.
G²
Det. G²
Match Line
Unless Noted
pcg
pcf
pcm
pdm
pdn
13:0¼
19:9¼
18:0⅛
65·6·7·4·8
Developed
Dimensions on ℄ Diaphragm
B.E. for pdn & pdm
3:1
3:1
Holes U.N.
(B3)
6:9
pdz
pdy
pbv
pbo
pce
pbw
(FF)
B
℄ Splice
Sect (N)
Shipping Weld
pck
Sect (X)
℄ Splice
MURRAY PACIFIC ENTERPRISES
SUPERSTRUCTURE
FREMONT BRIDGE SECTION
STADIUM FREEWAY HIGHWAY
MULTNOMAH COUNTY JUNE 1969
OREGON STATE HIGHWAY DEPARTMENT
American Bridge
Division of
United States Steel
Murray Pacific
Maywood
CF
Law (391)
output code 4
6·6·71
10-22-70
K3513

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

September 11, 1978

Mr. R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Sir:

On August 29, 1978 the asphaltic concrete overlay of the top deck of the Fremont Bridge was completed by agents of Adhesive Engineering Company. The work was completed according to the requirements of the Oregon State Highway Division and has been accepted as of August 29 by the Division. This releases Adhesive Engineering from any obligation incurred by its subcontract to the Murphy Pacific Company for the original construction of the bridge and the succeeding transfer of obligation directly to Adhesive Engineering Company.

The Highway Division appreciates your cooperation in completing this obligation.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/cr
~~bc~~ H. S. Coulter w/attachment
W. J. Hart
Jack Sollis " "
John Jenkins " "
John Howard

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 12 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

FORM 81-734-3030

GS RE RME RCE BE
TE RECEIVED RSM
FILE:
UE SEP - 1 1978 RSC
SO REGION I RBI
TO

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
August 31, 1978

FROM: John Howard JOHN HOWARD

TO: MEMO TO THE FILE

SUBJECT: AC Overlay
Fremont Bridge Top Deck
Contract No.7276

This memo is to document the completion of the overlay of the epoxy asphalt deck by Adhesive Engineering Company. Striping was completed August 29 and all work has been done as outlined in a letter from Ed Hardt dated November 22, 1977 to R. W. Gaul of Adhesive Engineering.

As a matter of record we offer the following:

SANDBLAST CLEANING

Sunday, August 6 - Cleaned two downstream (right) lanes. Worked 7:00 a.m. to 6:00 p.m.

Monday, August 7 - Cleaned two upstream lanes. Both lanes closed to traffic 9:00 a.m. to 1:00 p.m.

Cleaning consisted of a light sweep blast which removed principally road oil. Work was done by Al Sandblasting using convential sandblasting equipment.

ASPHALTIC CONCRETE OVERLAY

Paving was done by Cascade Construction on Sunday, August 27, starting at 6:30 a.m. and completing with the placing of the traffic buttons at 3:00 p.m. Shoulder striping was done Tuesday, August 29.

Weather - Partly cloudy
Temperature 77 degrees maximum 55 degrees minimum
Humidity 59%
Wind NNW 6-8 knots

Tack Coat - CRS-1 Emulsion
Total weight used = 4.52 tons
Rate of spread = 0.087 gal/sq yard

Asphalt Concrete - "C" mix 5% ± 0.5% asphalt
Total weight used = 737 tons
Average thickness of overlay = 1.10 inches

Compaction - Equipment 1 10 ton breakdown steel wheel roller
1 5 ton steel wheel finish roller

Rate of placement = $\frac{737}{5\text{ hr}}$ = 147/tons per hour

Nuclear tester used to check compaction. Test strip showed maximum density after four passes with breakdown roller.

Inspectors - D. Delaney
J. Ezzell (Compaction)
D. Dillion (Plant)

b
cc: W. Hart
C. Keasey
E. Hardt ✓

#7276 9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

February 7, 1978

EH

Post-construction Design Evaluation
Fremont Bridge
Bridge 2529

The Fremont Bridge was designed and the steel fabricated in the period 1967 through 1972. There have been significant developments in the state of the art of design, fabrication, welding, and quality control of steel structures since that period.

There were design features plus fabrication and quality control practices used on Fremont which would not have been acceptable under current standards of practice. The Fremont structure does contain details which have a potential for developing structural problems. A number of the potential problem areas have been identified and have been given a preliminary inspection. We anticipate that a detailed inspection of the "as built" structure will identify other areas of potential concern.

An authorization for preliminary engineering to undertake a post-construction evaluation of the structure has been approved. The enclosed is an outline of the program to be followed in identifying, evaluating, and designing corrective measures to insure the continued safety of the structure. This outline is submitted for your review and approval.

The selection of a metallurgical consultant will take place upon receipt of your approval.

Walter J. Hart
Walter J. Hart
Structural Design Engineer

Enclosure

cc E. S. Hunter
E. L. Hardt
John Jenkins

RECEIVED
TECHNICAL SERVICES
FEB 8 '78
REFER TO
FOR
Info | Inves | F/D | [illegible]

Form 81-731-0027 (9-77)

FREMONT BRIDGE

POST-CONSTRUCTION EVALUATION

I. What needs to be done:

- A. Examine and evaluate "as built" fabrication and construction details which have the potential for developing structural problems.
- B. Perform detailed inspection of the total structure to locate and evaluate "as built" details that have a potential for developing future problems.
- C. Develop a priority list of details requiring modification.
- D. Prepare PS & E for modification or repair of any identified defects or suspect details.
- E. Prepare inspection guide for future maintenance inspection of the bridge.

II. Why it needs to be done:

- A. Experience nationally with welding and metallurgical failures on other steel structures suggest a probability that this structure may also contain similar problem areas.
- B. Preliminary examination of the structure has shown the presence of conditions believed to require correction.
- C. Technological advancements in the fields of fracture mechanics and welding offer new tools for evaluation of possible problems.
- D. A systematic program is required for future inspections.

III. How it will be done:

- A. The State will employ the services of consultants for:

1. Metallurgical Investigation
    a. Evaluate welded details and properties of materials.
    b. Testing program
        1) Develop testing program
        2) Implement testing program
        3) Evaluate results
    c. Recommend remedial action.
    d. Recommend future inspection program and procedures.
2. Structural investigation
    a. Evaluate the structural significance of any defects uncovered.

B. Things to be done by the State

1. Structural Design Section
    a. Provide the metallurgical consultant with input on possible high-risk structural details.
    b. Conduct design check of structural elements with any indicated defects.
    c. Evaluate proposed remedial modifications to the structure including fracture analysis of member.
    d. Coordinate post-construction investigation.
    e. Prepare PS & E for modifications to the existing bridge.
    f. Prepare manual for future inspection of the bridge.
2. Materials and Research Section
    a. Review Consultant's testing plan.
    b. Monitor testing program.

        - c. Evaluate testing results.
        - d. Recommend action based on testing program.
        - e. Make recommendations concerning future inspection program and procedures.
    - 3. Region
        - a. Provide support services.
            - 1) Traffic control
            - 2) Access lighting power, staging, et cetera.
        - b. Provide input on future maintenance inspection program.

IV. Who will do what needs to be done.

- A. Consultant Selection
    - 1. General requirements for consultant's services will be developed by the State.
        - a. Metallurgical
            - 1) General knowledge of ferrous metal technology.
            - 2) Testing experience
            - 3) Knowledge of welding processes
            - 4) Fracture mechanics and experience in evaluation of complex weldments
        - b. Structural Consultant
            - 1) Past design experience with the Fremont Bridge.

V. Known details to be investigated

- A. Cracks in fillet welds on wide flange stiffeners.
- B. Panel Point 14.
    - 1. A 514 Planar discontinuities in arch rib members.

    2. Large fillet welds on 3" thick stiffeners.
    3. Large fillet welds on 3" arch rib plates.
    4. Slots in top and bottom flanges for passage of arch plates.

C. Review butt welds in tension in bottom flange of tie girder (in view of indications found ultrasonically in PP14 which were supposed to be clean by radiograph).

D. Review typical deck lifting lugs, passage through and attachment to deck plate.

E. Review cover plate details at vent holes in bottom flange of tie girder.

F. Review typical rough hanger slot ends.

G. Review fillet weld junctions where horizontal stiffeners meet vertical stiffeners on tie girder webs.

H. Butt welds in arch rib plates.

LIST OF CONSULTANTS

1. Metallurgical

   Welding and NDT experience required

   a. Robert L. Ray
   b. MEI-Charlton
   c. Peabody
   d. CDL (Columbus, Ohio and Washington, D.C.)
   e. Richard Holt, University of Washington

2. Structural

   Experience with Fremont Bridge

   a. PBQ & D
   b. HNT & B
   c. Earl & Wright
   d. Richardson-Gordon

7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 12, 1978

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: ASPHALT CONCRETE FOR THE TOP DECK OF THE FREMONT BRIDGE

TO: MEMO TO THE FILE

NOTED
H. S. COULTER

Attached is a copy of a January 5 letter from Adhesive Engineering Company which gives their agreement to place an asphaltic concrete wearing surface on the top deck of the Fremont Bridge, as per my letter of November 22. This is to fulfill their obligations under the original warranty for the epoxy asphalt wearing surface.

I'd like John Jenkins and/or Jim Wilson to be prepared to talk about the specifics of a mix design for this work, also Maury Payne should be standing by ready to talk to the contractor about the details of getting the work done.

ELH/cr
Attachments
cc H. S. Coulter w/attachments
W. J. Hart "
John Jenkins "
Maury Payne "
John Howard "

Walt -- Attached is a copy of my November 22 letter for your transmittal to the FHWA.

RECEIVED
STATE HWY ENGR
JAN 13 '78
REFER TO
FOR
Info | Inves | R/D | D/P | Sign | Act | File

ADHESIVE
ENGINEERING
COMPANY

January 5, 1978

Mr. Edward L. Hardt
Region Engineer
State of Oregon
Department of Transportation
Region 1
P.O. Box 02157
Portland Oregon 97202

Dear Mr. Hardt:

This letter will confirm our committment to apply an overlay of the epoxy asphalt deck on the Fremont Bridge with asphaltic concrete. The work will be done in accordance with the requirements outlined in your letter of November 22, 1977. We would like to do the work as early as possible in the 1978 paving season. We will be in touch with you within the next month or so to request a meeting wherein we can discuss the project in detail.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

R. W. Gaul
President

RWG/cc

[illegible]
TE RECEIVED RSM
UE RSC
SO REGION 1 RSI
TO

1411 INDUSTRIAL RD.
SAN CARLOS
CALIFORNIA 94070
(415) 592-7900
TELEX 34-8459

A MEMBER
OF THE
JEFFERSON
CORPORATION
FAMILY

Fremont Bridge
Sta. [illegible]

RE RME RCE BE
TE RECEIVED RSM
UE NOV 22 1977 RSC
SO REGION I [illegible] RM
TO

November 22, 1977

Mr. R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Sir:

On August 15, 1977 you wrote to Highway Engineer Scott Coulter and proposed that your company would overlay the top deck of the Fremont Bridge with conventional asphaltic concrete in order to satisfy your obligations under the guarantee for the epoxy asphalt deck. Subsequently our technical people have been researching the question of the compatibility of the two kinds of asphaltic concrete and we are now ready to answer your proposal.

Your proposal is acceptable based on the following:

1. The overlay will consist of a 1" minimum thickness of Class C (3/4" maximum size aggregate) asphaltic concrete.
2. A leveling course will be required where the existing surface is more than 3/8"-1/2" below the normal pavement section.
3. The existing surfacing will be sandblasted to remove all foreign material to insure adequate bond between the two pavements.
4. The shoulders need not be paved but the overlay will have to be feathered into the shoulders.
5. The new overlay will be feathered into the finger plates at the ends of the epoxy pavement using a finer mix.
6. The raised traffic markers (buttons) will be replaced as part of the overlay work.
7. The work can be done during the week after 9 AM and traffic control will be considered part of the project.

The work would obviously be done during the 1978 paving season. If you wish to discuss any of the requirements outlined above, or scheduling of the work, we are available at any time.

Sincerely,

Edward L. Hardt
Region Engineer

ELH/cr
bc H. S. Coulter
Walt Hart
John Jenkins
Maury Payne
John Howard

7:76

H. S. Coulter

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 25 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

November 22, 1977

Mr. R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Sir:

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Sincerely,

ORIGINAL SIGNED BY
EDWARD L HARDT

Edward L. Hardt
Region Engineer

ELH/cr
bc H. S. Coulter
Walt Hart
John Jenkins
Maury Payne
John Howard

#7276 8

November, 1977

Ultrasonic studies of some welds and joints on the West Linn and Fremont Bridges.

SEE: MAI 14-1-1 - Willamette R. (West Linn) Br.

7276 2

STATE OF OREG INTERO CE MEMO

TO: Mr. E. L. Hardt
Region Engineer

DATE: November 16, 1977

FROM: Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNE
WALTER J. HART

SUBJECT: Upper Deck Wearing Surface
Fremont Bridge
Contract 7276

The proposal of Adhesive Engineering to overlay the upper deck of the Fremont Bridge with conventional AC was discussed with Mr. Coulter. He concurs in our recommendation that a conventional AC mix is a satisfactory approach to the problem of excessive wear of the epoxy asphalt wearing surface.

Please proceed with negotiations with Adhesive Engineering for paving of the upper deck during the 1978 paving season. The agreement with Adhesive Engineering should spell out specifically their areas of cost responsibility for the overlay project.

The completion of the overlay paving of the upper deck will complete Adhesive Engineering's obligations under the Fremont contract. The area of pavng would be as we discussed. The four travel lanes would be paved with a one-inch Class C mix, feathered out at the shoulders and down to meet the expansion joints. The shoulders would not be overlayed. A levelling course will be required where the existing surface is approximately one-half inch below the normal pavement section.

The above proposal has been discussed with Mr. Schell of the Federal Highway Administration. He indicated preliminary concurrence subject to a formal submittal for approval. By a copy of this letter, the formal approval of the Federal Highway Administration is requested.

WJH:dh

cc H. S. Coulter
John Jenkins
Glen L. Green, FHWA

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STATE HWY ENGR
NOV 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

81-125-1387

7276

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

October 19, 1977

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Isolv for the Fremont Bridge

TO: E. S. Hunter
Technical Services Engineer

Copy
MAI 14-1-
Fremont

The other day Maury Payne asked me to see what could be done about obtaining Isolv, Kaiser Agricultural Chemical Company's deicing material, for use on the Fremont Bridge. The enclosed letter in rough draft is intended to start the ball rolling. Because of its nature, I think it should go out from higher authority than the Lab.

JCJ:gs

RECEIVED
TECHNICAL SERVICES
OCT 19 '77

Orig - Schneider

Also Handle
CC Jenkins

ROUGH DRAFT

October 19, 1977

J. Knaebel
Sales Manager
Kaiser Agricultural Chemical Division
P. O. Box 246
Savannah, GA 31402

Dear Mr. Knaebel:

About the time the Fremont Bridge in Portland was completed in 1973, we performed some tests on Isolv which had been newly introduced by Kaiser as a deicing material. The tests were successful, and Isolv was used with good results during the following winter.

Then Isolv was withdrawn from the market.

We have not found another product that worked as well with as few drawbacks. Having an orthotropic deck with a relatively thin wearing surface, the deck reacts rapidly to frost conditions. But because of the orthrotropic construction, we are not going to take a chance with chemicals that might corrode the steel. Isolv did not have this problem.

We don't believe we ever heard why Isolv was taken off the market. We would guess that some of the ingredients became difficult to obtain in the year after the 1973 oil crisis, but those problems should be reduced in significance at this time. If it is a matter of cost, please let us know what the price would be if the product were to return to the market. If it is a question of demand for the product, it means enough to us to have it available that we would like to suggest that alternative means of production be considered.

We would be willing to discuss the possibility of Oregon Department of Transportation undertaking the making of Isolv under license from Kaiser for our own exclusive use.

We'd appreciate the opportunity to discuss our need for Isolv with you or anyone else you would suggest.

Very truly yours,

7276

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

FILE:

October 17, 1977

FROM: John C. Jenkins
Engineer of Materials & Research
By
James E. Wilson, Jr. JEWilson
Materials Engineer

SUBJECT: Fremont Bridge Overlay of
Epoxy Asphalt Surfacing

TO: Ed Hardt
Region Engineer

RECEIVED
STATE HWY ENGR
OCT 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H. S. COULTER

As requested, we have investigated the proposed asphalt concrete overlay of the epoxy asphalt concrete surfacing on the Fremont Bridge. Engineers from the California, Washington and British Columbia highway offices have been contacted for information regarding their experiences with similar applications. In addition, tests have been made on the Fremont Bridge surfacing to determine the compatibility and penetration rate of emulsified asphalt.

Mr. Tom Marshall (phone 206-753-7105) in Washington indicated that they have used epoxy asphalt concrete surfacing on one structure, Evergreen floating bridge, which was paved in 1972. The surfacing has been exposed to considerable traffic with studded tires and no maintenance has been required. A sand gradation coarser than that proposed by the contractor was used. Although they have never used conventional asphalt concrete over an epoxy asphalt surfacing, they have no reason to suspect problems.

Mr. Rod Darby (phone 604-387-3056) and Mr. Thompson (phone 604-387-5377) in British Columbia indicated that they have not used conventional asphalt concrete for patching or overlay of epoxy asphalt concrete surfacings. They have two orthotropic deck structures, Mission Bridge and Port Mann Bridge, with a system of coal tar epoxy deck protection, #4 aggregate chip coverage and a 1½ inch asphalt concrete surfacing. These structures have had considerable studded tire traffic over the past ten years and little maintenance has been required. Another orthotropic deck structure, Lands Gate Bridge, has a 2 year old epoxy asphalt concrete surfacing and maintenance has been required. Their maintenance has involved vertical cutting and grinding the ravelled areas to a 3/4 inch depth and patching with epoxy asphalt concrete. They did not use conventional asphalt concrete for the repair or consider a complete overlay because they were concerned that adequate bond would not be obtained for a 3/4 inch thickness.

Mr. Beno Casanelle (phone 415-557-1595) and Mr. Chuck Seim (phone 415-464-0776) in California indicated that they have not used conventional asphalt concrete for overlay or patching of their epoxy asphalt concrete surfacings.

Their structures with epoxy asphalt concrete wearing surface have required no maintenance with the only noticeable erosion occurring in a few small areas on the ten year old San Mateo Bridge surfacing. They are having problems with a two inch conventional asphalt concrete surfacing on the Bay Bridge inorganic zinc primed orthotropic deck. Considerable cracking has developed in the surfacing with rust stains appearing in the cracks. It is planned that a contract will be advertised in the near future for removal of the asphalt concrete, cleaning the deck, application of an organic zinc primer and surfacing with epoxy asphalt concrete. They are of the opinion that complete bond between deck and surfacing is essential and have no reason to believe that asphalt concrete overlay of epoxy asphalt concrete would be a problem.

On September 15, trial applications of four asphalt emulsions were made on the westbound right travel lane of the Fremont Bridge. Four 9' x 9' areas were sandblasted and emulsion applied in one foot wide strips across the pavement at 0.06, 0.13, 0.19 and 0.26 gal./sq. yd. for CSS-1, CSS-1 diluted 1:1 with water and CRS-1 grades and 0.05, 0.07, 0.10 and 0.13 gal./sq. yd. for Reclamite diluted 2:1 with water. Each test area included one grade of emulsion with the CSS-1, Reclamite, CSS-1 diluted and CRS-1 areas from east to west and the emulsion application rate for test strips in each area increasing from east to west. Test results and recent inspection of the test areas indicate that asphalt cement is compatible with the epoxy asphalt material and the surfacing is of sufficient permeability to accept a 0.05 to 0.15 gal./sq. yard emulsion tack or surface seal for an asphalt concrete overlay. Close inspection of the total epoxy asphalt surfacing indicates considerable mix variation particularly in the second and fourth travel lanes from the right shoulder panel. In these areas, it appears that there is a deficiency of binder or an excess of fine sand in the mixture.

It appears that there are several options to be considered for repair of the Fremont Bridge surfacing. Probably the most positive method would be the removal of the surfacing to a $^3/4$ inch depth in areas showing more than normal erosion and repaving with epoxy asphalt concrete. This would include a major portion of the second and fourth lanes and small areas in the other two lanes. A less positive option would be the proposed $^3/4$ inch overlay using a conventional asphalt concrete mix. This would require cleaning the existing surface by sandblasting, application of a heavy tack or seal coat, patching areas with more than ½ inch erosion using Class "D" mix and overlaying. An open graded Class "E" mix would be preferred for the overlay. Other options with greater potential for problems include the Firestone Rub-R-Road surfacing or an asphalt-rubber chip seal as a surfacing or as a bonding membrane for an asphalt concrete surfacing.

When convenient for those involved, we can discuss the various options for the overlay and come up with a recommendation for Mr. Coulter regarding Adhesive Engineering's proposal.

cc: H. S. Coulter
E. S. Hunter
Walt Hart
Gordon Beecroft
John Howard
Maury Payne

#7276

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3030

RECEIVED
STATE HWY ENGR
SEP 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 20, 1977

Mr. R.W. Gaul, President
Adhesive Engineering Company
1411 Industrial Rd.
San Carlos, CA 94070

NOTED
H.S. COULTER

Dear Mr. Gaul:

This confirms our telephone conversation of September 16th wherein we discussed the status of Adhesive Engineering's offer to overlay the top deck of the Fremont Bridge with conventional asphaltic concrete in order to satisfy the obligations of the extended guarantee. This offer was contained in your letter of August 15th addressed to State Highway Engineer, H.S. Coulter.

Our technical people are presently evaluating your proposal. Due to the fact that we have limited experience with epoxy asphalt, this evaluation process has been time consuming and is not yet complete. We hope to have some findings by the end of this month and will communicate them to you as soon as possible. Since the fall weather is now with us, I doubt that you will be able to do any work on the bridge deck until better weather conditions next spring.

Very truly yours,
ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

bc: H.S. Coulter
John Jenkins - As soon as Jim Wilson has completed his testing and research,
Gordon Beecroft I would appreciate having a meeting with you, Jim, Walt,
Walt Hart John Howard, and myself to come up with a recommendation
John Howard for Mr. Coulter regarding Adhesive Engineering's
Maury Payne proposal. Please advise when you are ready.

Form 81-734-3122

ADHESIVE
ENGINEERING
COMPANY

NOTED
H. S. COULTER

August 15, 1977

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

Although we do not agree that the evidence is compelling that the Fremont Bridge epoxy asphalt pavement is wearing more than the Ross Island or Sellwood for the same type of traffic, we offer to do the following in order to satisfy the State of Oregon's concern regarding wear of the pavement and to completely satisfy our obligations under the extended guarantee.

Adhesive Engineering Company will overlay the trafficked four lanes with asphaltic concrete meeting Oregon State Highway specifications at a thickness of 3/4 inch over the high spots.

We believe that this solution will extend the life of the pavement far beyond that which would normally be expected from an epoxy asphalt pavement subjected to the type of wear it gets on the Fremont Bridge.

The work could be accomplished this fall and would require two working days, weather permitting.

While other solutions may be considered, this approach appears to us to be the fastest and the surest.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

RW Gaul

R. W. Gaul
President

RWG/cc

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STATE HWY ENGR

AUG 18 '77

REFER TO
Ed Hewet

FOR

Info	Inves	R/D	D/R	Sgn	Act	File
		✓				

1411 INDUSTRIAL RD.
SAN CARLOS
CALIFORNIA 94070
(415) 592-7900
TELEX 34-8459

A MEMBER
OF THE
JEFFERSON
CORPORATION
FAMILY

7-2-71

August 8, 1977

Mr. R. W. Gaul
President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Mr. Gaul:

Epoxy Asphalt Wearing Surface
Fremont Bridge, Contract 7276

The two-year program of wear test measurements on the upper deck wearing surface of the Fremont Bridge was completed in March of this year. The conclusions reached upon analysis of the wear measurements are that the Fremont epoxy asphalt wearing surface is wearing at a rate significantly higher than the comparable wearing surface on the Ross Island and Sellwood Bridges. This evidence, plus visual observations, indicates that the performance of the Fremont epoxy asphalt wearing surface is not what should be expected from this type of surfacing. The nonperformance of the Fremont surfacing is the responsibility of Adhesive Engineering Company. The Highway Division looks to you for action to correct this situation.

There are a number of hypothetical points which have been raised as possible explanations for the difference in the wear measurements of the several bridges. The several points raised might be valid candidates for a research type of investigation. However, the epoxy asphalt wearing surface on Fremont was not a research project, and its performance must be judged on the evidence at hand. That evidence indicates less than satisfactory performance.

Sincerely,

CT Keasey

for H. S. Coulter
State Highway Engineer

cc E. L. Hardt
C. T. Keasey
W. J. Hart
Glen L. Green, FHWA

bc E. S. Hunter
John Howard
John Jenkins
Gordon Beecroft

WJH:dh ia

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 24 '77
REFER TO
Walt Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE June 23, 1977

TO Walter J. Hart
Bridge Engineer

FROM Gordon Beecroft
Gordon Beecroft
Research Engineer

SUBJECT Fremont Bridge Deck Wear

where to now?
HSC

We have completed the analysis of wear on the epoxy-asphalt paving on the top deck of the Fremont Bridge and made comparisons to the similar paving on the Ross Island Bridge and the Sellwood Bridge. During the two-year warranty period, the photographic measurements of wear indicate the Fremont Bridge pavement suffered 69 percent more wear than the average of the other two bridges when the values are reduced to a common unit of wear per 10,000 ADT per lane. The Fremont measurements are based on the average of eight measuring stations at mid-span covering each wheel path of each of the four lanes. For each measuring station, the values were averaged over the one foot portion showing the greatest amount of wear. Measurements were made at one inch intervals across this one foot section, giving the average of thirteen measurements per station.

Other photo stations along Lane 3 (third lane from the left) were not used in the wear computations because we do not have traffic volumes by lane except at mid-span. Because of the extensive weaving that takes place on the deck, it is not practical to utilize these stations except for reference. Comparing the end stations along Lane 3 with the concrete on the approach spans indicates the epoxy-asphalt pavement wore about 88 percent more rapidly than the concrete.

The photographic wear measurements were made on each of the three bridges, Fremont, Ross Island, and Sellwood, during each spring and each fall of the two-year warranty period. Reduced to the basis of 10,000 ADT per lane, the annual wear found for the Fremont Bridge was 0.0709 inches. On the same basis, the value for the Ross Island Bridge was 0.0425 inches and for the Sellwood Bridge 0.0411 inches. All of these values represent the wear that would accrue from the passage of 3,650,000 vehicles (10,000 ADT x 365 days). It can be noted the values for the Ross Island and Sellwood Bridges are very similar whereas the value for the Fremont Bridge is 69 percent greater than the average of the other two.

To get some indication of the influence of studded tires, the winter wear and summer wear were tabulated separately for each bridge. For the Fremont Bridge,

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JUN 24 1977
BRIDGE SECTION

68 percent of the total wear occurred during the winter seasons; on the Ross Island Bridge, 72 percent of the total wear occurred during the winter; and for the Sellwood Bridge, 67 percent of the total wear occurred during the winter. Correspondence indicated a concern that the Fremont Bridge deck might wear more rapidly from studded tire use because of higher prevailing speeds on that bridge. The analysis indicates all three bridges had almost the same portion of the total wear during the winter. Thus, within the range of speeds involved on these structures, speed of studded tire equipped vehicles is not a measurable factor in influencing the amount of wear on the bridges.

In many areas of the Fremont Bridge deck, the wear is much greater than the average indicated by the measuring stations at mid-span. John Howard's average values for the deck are significantly higher than those indicated by the photo sites because his measurements average both bad and good sites. As you know, his values are the average of 196 individual measurements taken in each lane at each panel point. To confirm that there was reasonable agreement between the two methods of measurement, the values at mid-span and the first two panels each side of mid-span from Howard's report were averaged. This yielded an average total wear at mid-span for the two-year period of 0.0766 inches. This corresponds to the average at the mid-span photo sites of 0.0885 inches. Thus, the two methods of measurement agree very well in the vicinity of mid-span.

For convenient comparison, the various values discussed in this report are tabulated in the following:

Data Summary

Property	Fremont Bridge	Ross Island Bridge	Sellwood Bridge
Average annual wear per 10,000 ADT (from photo sites 4 thru 11)	0.0709"	0.0425"	0.0411"
Percentage of total wear that occurred during winter	68%	72%	67%
Average total wear over 2-year warranty period (traffic volumes not considered)	0.0885"	0.1044"	0.1004"
Average traffic volume per lane, ADT	6,238	12,300	12,200
Average total wear on concrete approach spans, Lane 3	0.0738"		
Average total wear at end stations on epoxy-asphalt, Lane 3	0.1392"		

The measured wear varies appreciably from lane-to-lane on the Fremont Bridge, but the values between wheel paths of a given lane compare very well and there is an excellent correlation between traffic per lane and wear per lane. This comparison is provided below:

Fremont Bridge - Comparison of Traffic and Wear by Lane

	Lane 1	Lane 2	Lane 3	Lane 4
Percent of traffic by lane at mid-span	11.4	33.4	23.5	31.7
Percent of measured wear by lane at mid-span	10.9	36.3	22.6	30.2

The wear measured at the individual test sites of the Fremont Bridge during the warranty period are shown on the attached sketch. Test sites 4 through 11 are at mid-span.

In walking across the bridge on each shoulder, the rutting of the wheel tracks is apparent over most of the structure. There are areas however, that are much worse than the average. These are demonstrated by the photographs in John Howard's report. The areas that John Howard calls potholes, do not have the abrupt edges that I normally think of in connection with that term. I would describe these areas as having raveled with the likely causes being that of poor mix or inadequate compaction, or both.

Much of the rutting in the wheel paths of the Fremont Bridge occurred before the new two-year warranty began in April, 1975. However, the measurements of wear taken at the photo sites during the warranty period show the epoxy-asphalt concrete pavement has continued to wear at a rate significantly higher than that existing on the comparable pavement of the Ross Island Bridge and the Sellwood Bridge decks when traffic volumes are taken into account.

GB:lt

att.

cc: H. S. Coulter
E. S. Hunter
J. C. Jenkins
E. L. Hardt
J. D. Howard

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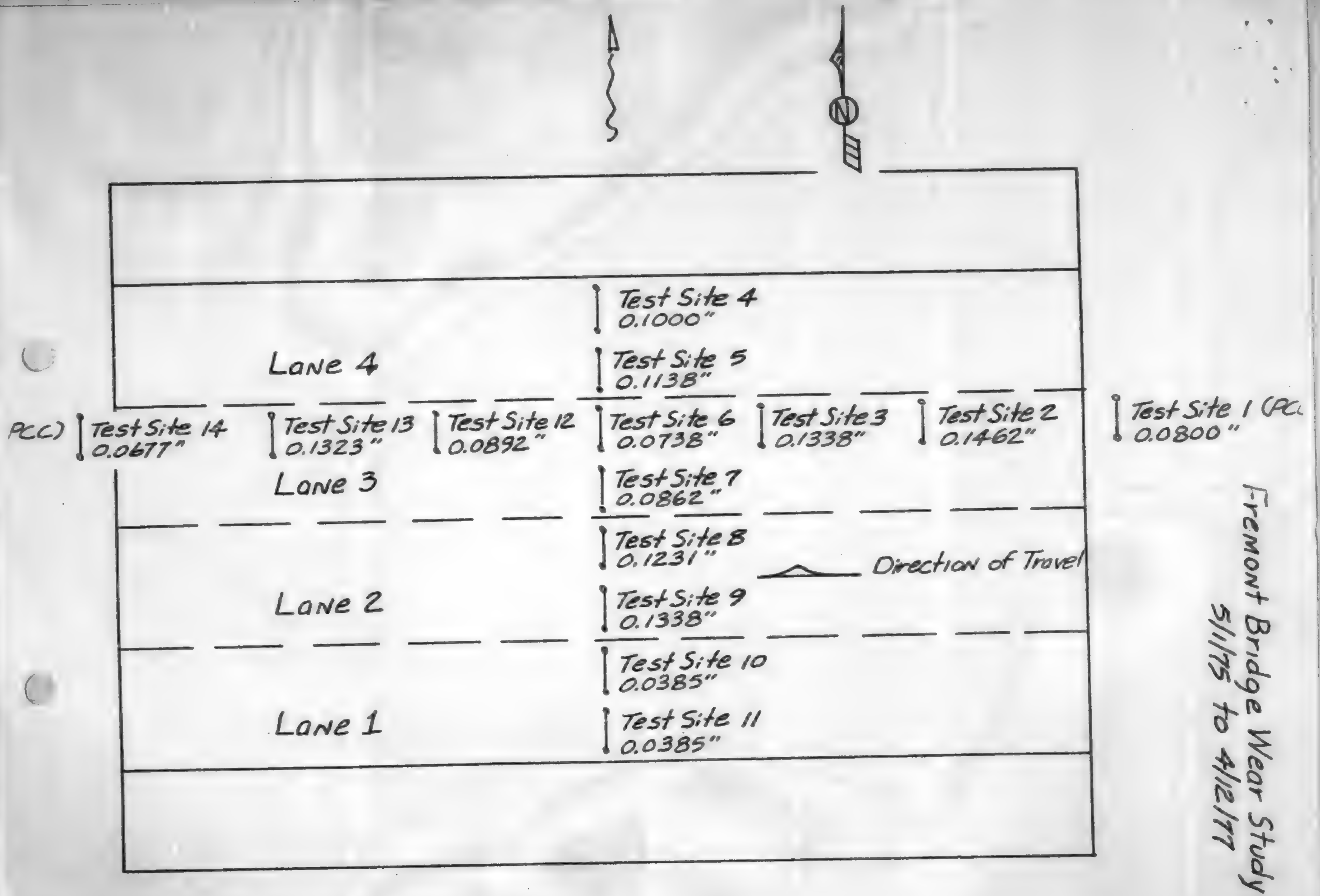
GB:lt

att.

cc: H. S. Coulter
E. S. Hunter
J. C. Jenkins
E. L. Hardt
J. D. Howard


Test Site 4
0.1000"
Lane 4
Test Site 5
0.1138"
PCC) Test Site 14
0.0677"
Test Site 13
0.1323"
Test Site 12
0.0892"
Test Site 6
0.0738"
Test Site 3
0.1338"
Test Site 2
0.1462"
Test Site 1 (PCC
0.0800"
Lane 3
Test Site 7
0.0862"
Test Site 8
0.1231"
Direction of Travel
Lane 2
Test Site 9
0.1338"
Test Site 10
0.0385"
Lane 1
Test Site 11
0.0385"
N

Fremont Bridge Wear Study (Top De
5/1/75 to 4/12/77

7276

4

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 7, 1977

[illegible]
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Cable Spacers
Fremont Bridge
Contract 7276

Enclosed is a copy of a memo to the file written by Resident Engineer John Howard.

The memo is self-explanatory and concerns the work done on the suspender cables. This work was recommended in our report of September 1975.

The installed cable spacers have limited the wind-caused vibrations on the main suspender cables to within acceptable limits. The chafing action has been eliminated with the use of neoprene sleeves.

The performance of the system installed will be examined as part of the bridge maintenance.

Walter J. Hart
Structural Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Design Engineer,
Structural Section

Enclosure

cc E. S. Hunter /w/ encl.
D. H. Moehring /w/ encl.
E. L. Hardt /w/ encl.

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STATE HWY ENGR
JUL 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
June 30, 1977

FROM: JOHN HOWARD
Resident Engineer

SUBJECT: Cable Spacers
Fremont Bridge
Contract No. 7276

TO: MEMO TO THE FILE

Installation of spacers on the main suspender cables of the Fremont Bridge has recently been completed and the following is a brief report covering this work.

This work was initiated by an inspection made on July, 1975 where chafing of the main cables by the existing aluminum clad spacers was noted. This inspection and the installation of plastisol coated spacers at additional locations is covered in the Bridge Design Section's report dated September, 1975. State Force Order No. 25, dated December 29, 1975, was prepared to replace the aluminum clad spacers with galvanized spacers and neoprene sleeves which protected the chafed area. After approval the material was ordered with installation anticipated for the summer of 1976. Unfortunately the strike at the rubber plants delayed delivery of the neoprene sleeves until December, 1976 and the work could not be done until June, 1977. Actual installation of the spacers started June 2 and was completed June 6, 1977.

The following are our comments regarding some of the phases of this job:

WORK DONE: The attached sheet showing elevations of the north and south sides gives the locations where the new spacers were installed. At panel points 17 and 19 it is noted that aluminum clad spacers were used with the neoprene tubes. Shortage of the new galvanized spacers resulted from addition of spacers at panel points 17 and 31. The aluminum clad units salvaged were selected from those showing little wear and the chafed area was smoothed with a file.

EQUIPMENT: The Reach-All aerial basket rented from Coast Crane and Equipment was an excellent piece of equipment for this work. It had a vertical capacity of 120 feet (approximately 105 feet was needed at PP 24) and could handle 600 lbs. in the basket. An operator was not furnished and in this case a paint inspector was able to run it efficiently.

COSTS: The following is a comparison of the estimated and actual costs:

	SFO ESTIMATE	ACTUAL COST
Labor	$ 1,800	$ 2,954
Equipment	2,600	1,004
Materials	12,600	6,956
TOTAL	$17,000	$10,914

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JUL 5 1977
BRIDGE SECTION

NOTED
J. E. BACKSTRAND

NOTED
L. L. WALLACE

Labor--costs of painting the neoprene tubes overran approximately $1,000. The tubes had a liberal coating of talc which had to be removed and wasn't anticipated.

Equipment--rental for the aerial basket was $1,100 under the estimate.

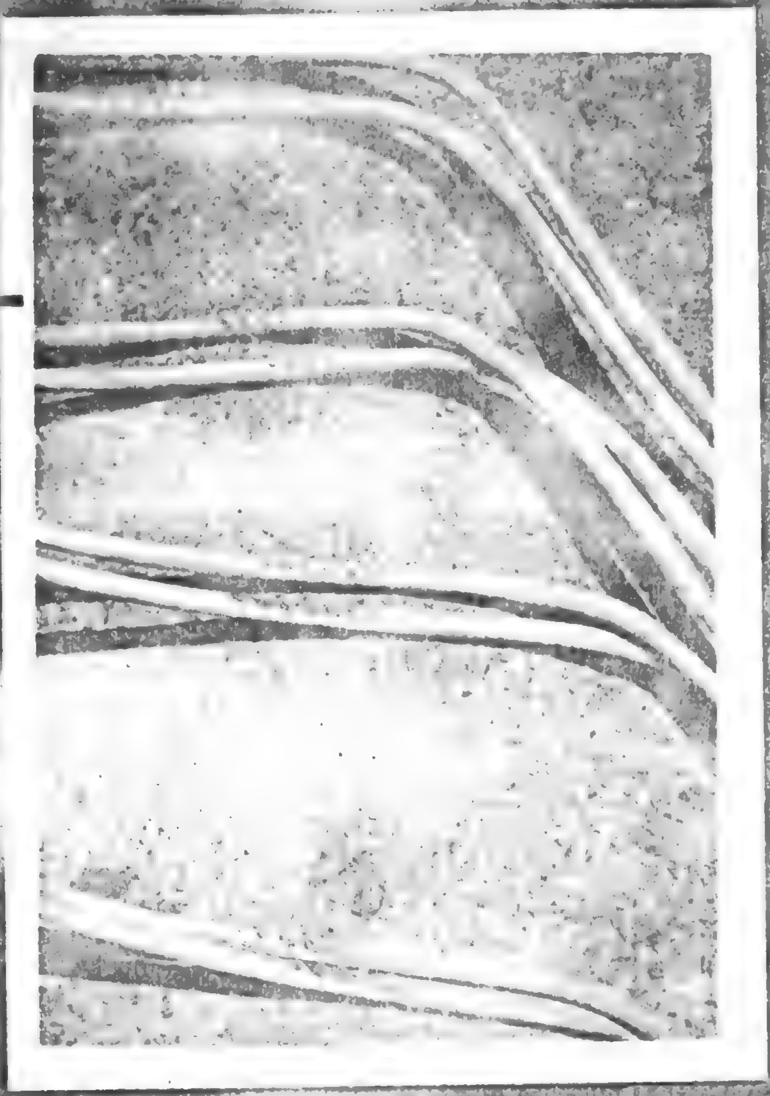
Materials--spacers and tubes were ordered for seven fewer locations than originally planned.

ALUMINUM CLAD SPACERS: The amount of wear on the aluminum clad spacers varied but in no case was more severe than the picture in the September, 1975 Bridge Division report. In general of the eight subsets used per location the bottom and the top showed the most wear with little or no wear in the mid-section. Of the 152 aluminum clad subsets removed not more than 10% showed significant wear in the chafed area.

MAIN SUSPENDER CABLES: The effect of the above 10% on the main cables was a ~~Work~~ wear ✓ area in the galvanizing and in a very few cases a slight flattening of the cable strands. All areas that showed wear were given one coat of Rodda Zinc Coat (a zinc rich organic primer). The rubber sleeves should solve the chafing problem and future maintenance should depend on the life of the galvanizing on the spacers and the main cables. The high build vinyl now on the cables shows adhesion failures in many locations and if it is needed for protection, repainting should be considered for the near future.

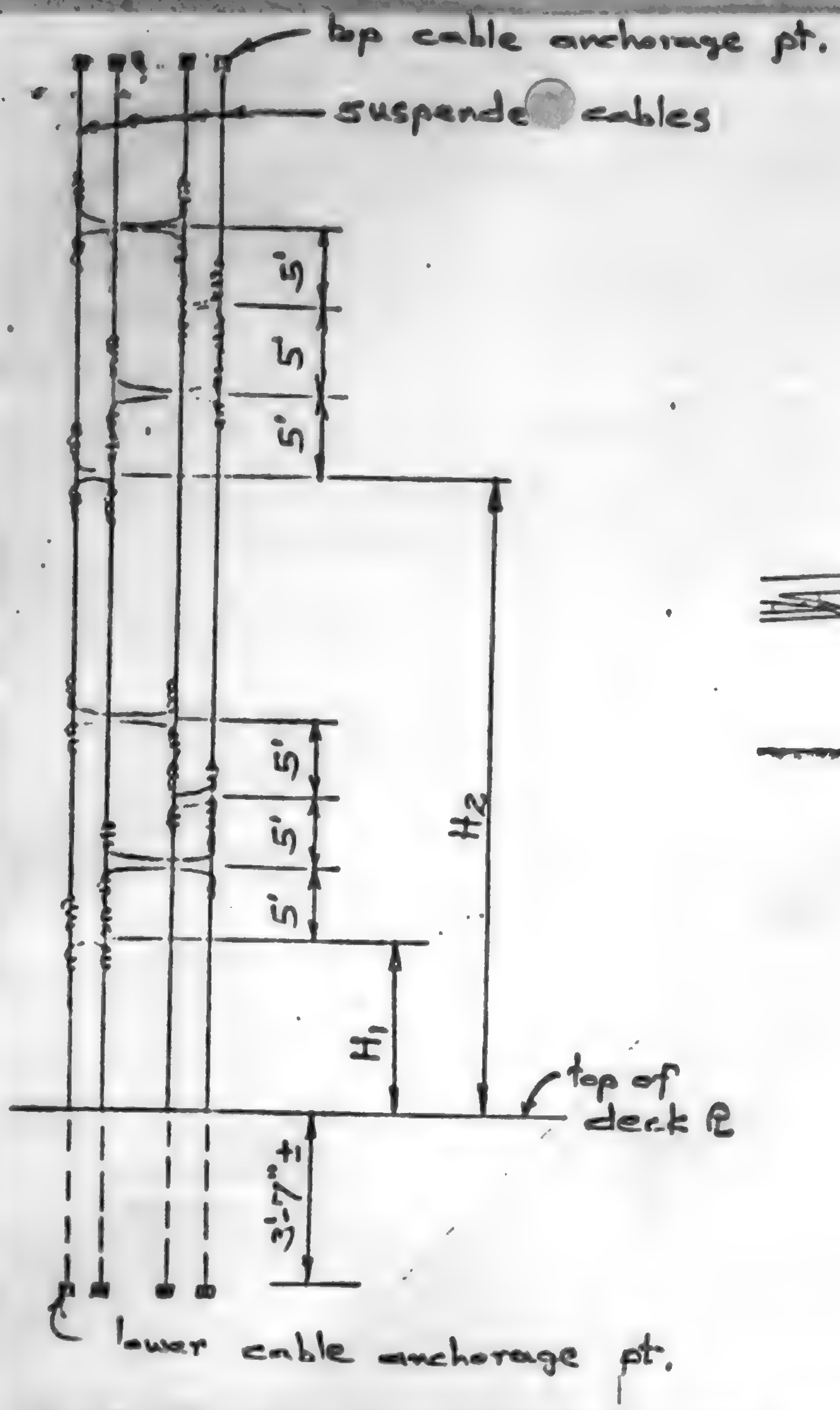
JH/b
Attachment
cc: Walt Hart ✓
    Edward L. Hardt
    Bart Bonney

RECEIVED
JUL 5 1977
BRIDGE SECTION

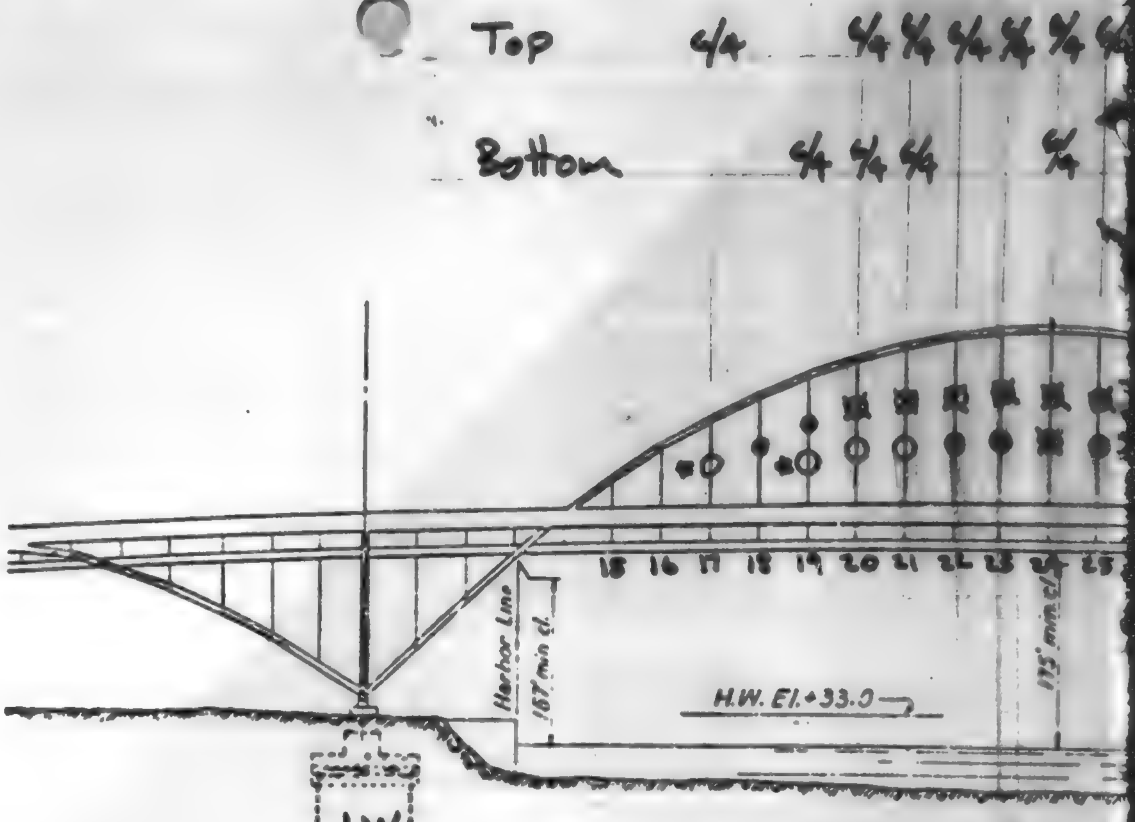


120 Ft. Reach-All
Aerial Basket

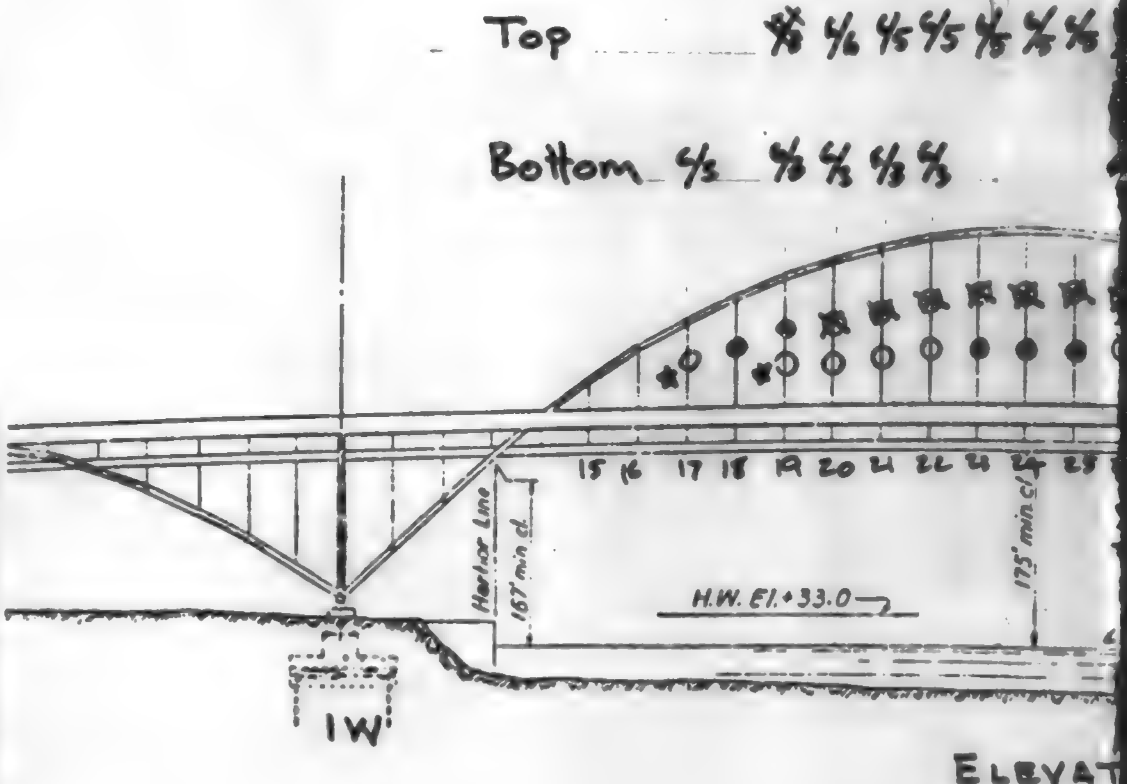
Aluminum Clad Spacers
from 2 different locations.
Heaviest wear found is
shown by the subsets at
the bottom of each picture.
Note the variation in wear.


top cable anchorage pt.
suspender cables
5'
5'
5'
H2
5'
5'
5'
H1
top of deck ℄
3'-7" ±
lower cable anchorage pt.

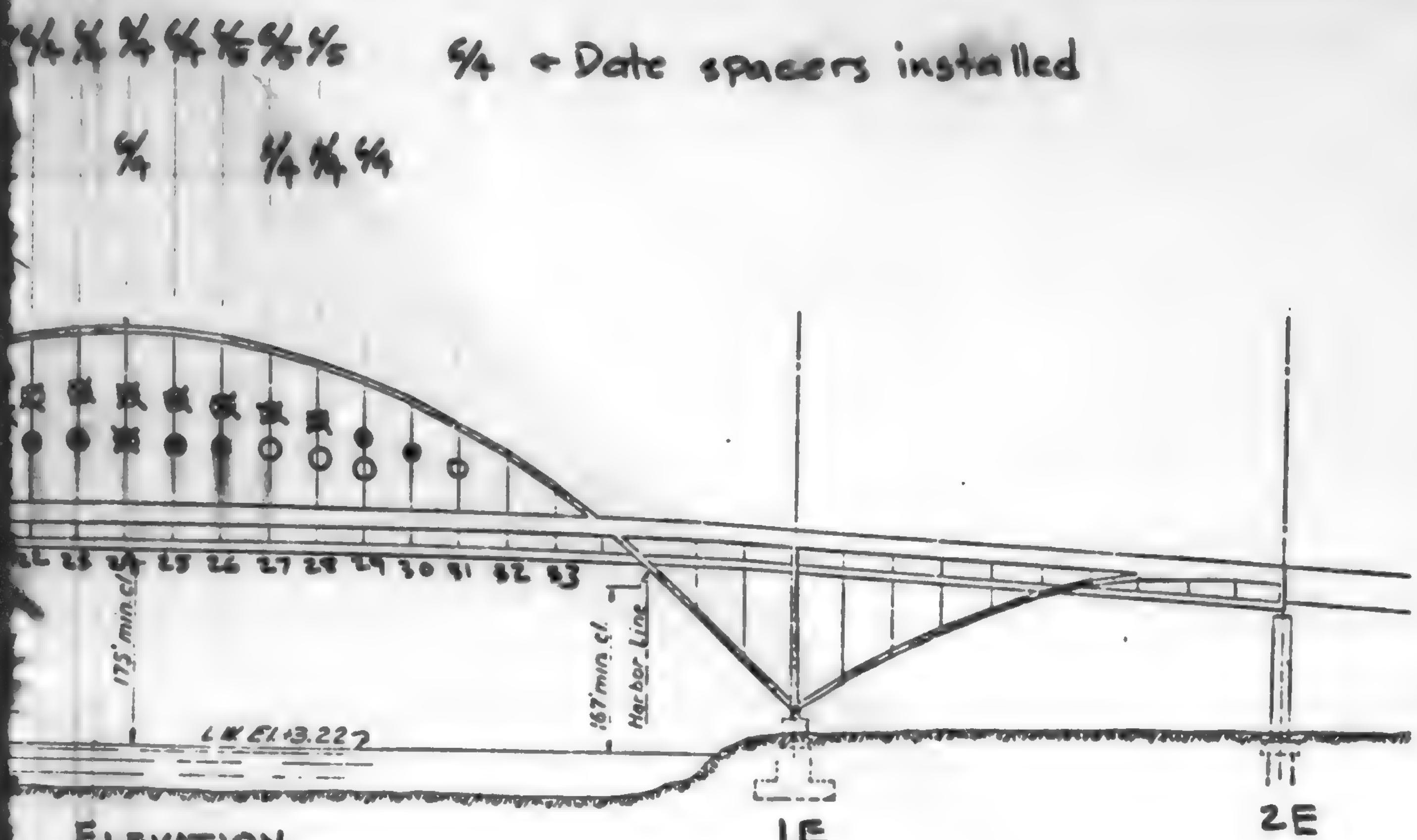
Panel Point	H1	H2
~~16, 32~~	–	~~21'-0"~~
17, 31	–	35'-6"
~~18, 30~~	–	~~48'-6"~~
19, 29	28'-0"	~~59'-6"~~
20, 28	33'-0"	68'-6"
21, 27	37'-0"	75'-6"
22, 26	40'-0" South S. Only	80'-6"
23, 25	~~41'-6"~~	83'-6"
24	42'-0"	85'-0"


Top 4/4 4/4 4/4 4/4 4/4 4/4 4/4
Bottom 4/4 4/4 4/4 4/4
15 16 17 18 19 20 21 22 23 24 25
Harbor Line
187' min cl.
175' min cl.
H.W. El. + 33.0
1W

ELEVAT
NORTH


Top 4/5 4/6 4/5 4/5 4/5 4/5 4/5
Bottom 4/5 4/5 4/5 4/5 4/5
15 16 17 18 19 20 21 22 23 24 25
Harbor Line
187' min cl.
175' min cl.
H.W. El. + 33.0
1W

ELEVAT
SOUTH

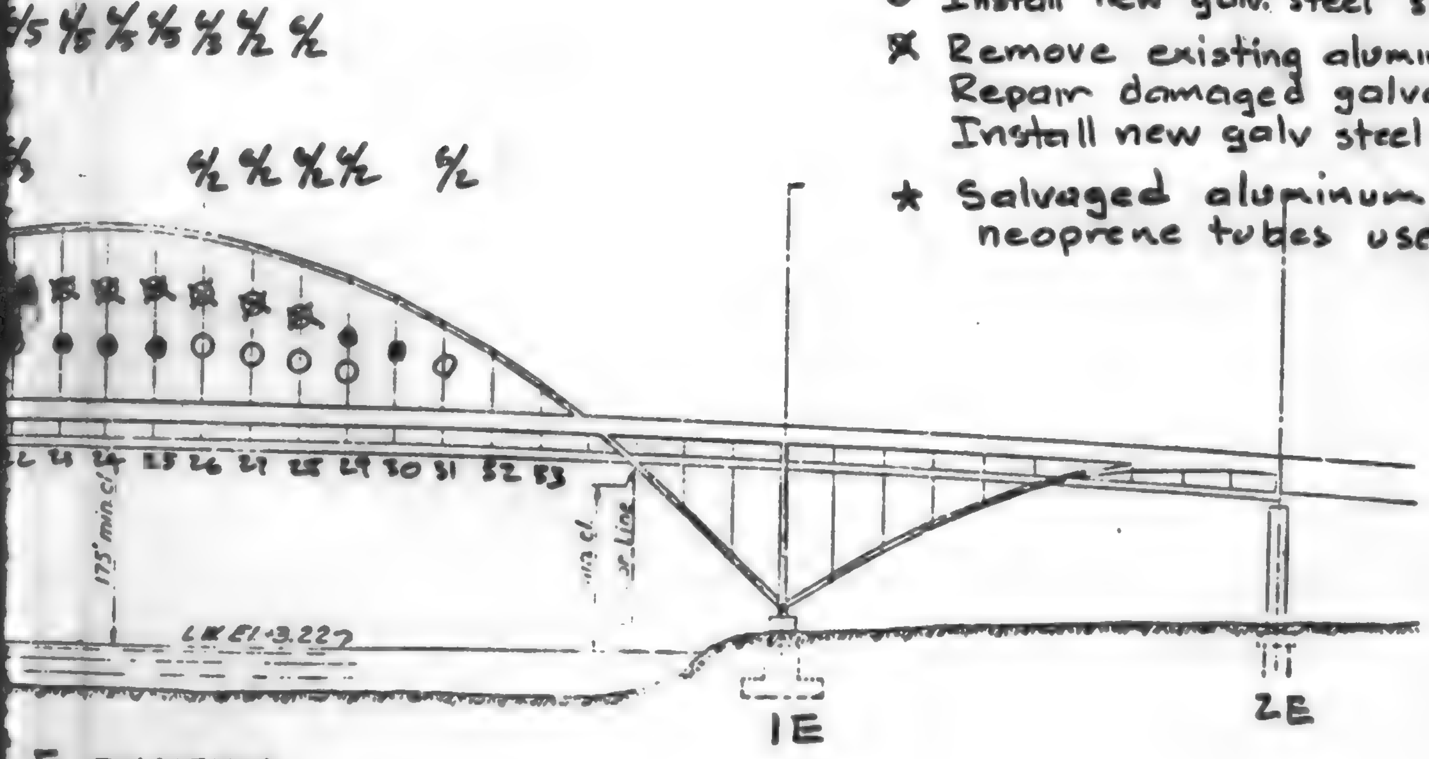

6/4 6/4 6/4 6/4 6/5 6/5 6/5
6/4 6/4 6/4 6/4
22 23 24 25 26 27 28 29 30 31 32 33
175' min.cl.
167' min.cl.
Harbor Line
LW El+3.22
1E
2E

6/4 ← Date spacers installed

ELEVATION
-NORTH SIDE

LEGEND

- ● No work required (Plastisol coated spacers)
- ○ Install new galv. steel spacers w/rubber sleeves
- ☒ Remove existing aluminum clad spacers
  Repair damaged galvanizing on main cables
  Install new galv steel spacers w/rubber sleeves.
- ★ Salvaged aluminum clad spacers + neoprene tubes used at these locations


6/5 6/3 6/3 6/3 6/3 6/2 6/2
6/3 6/2 6/2 6/2 6/2 6/2
22 23 24 25 26 27 28 29 30 31 32 33
175' min.cl.
min.cl.
Line
LW El+3.22
1E
2E

ELEVATION
SOUTH SIDE

Work Complete - 6/6/77
J.D.H.

FREMONT BRIDGE CABLE SPACER INSTALLATION

J.D.H. 4/12/77

Revised 5/17/77

#7276

FORM E-30X

9/8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 27, 1977

TO Walter J. Hart
Bridge Engineer

FROM John C. Jenkins
Engineer of Materials & Research
By Gordon
Gordon Beecroft
Research Engineer

SUBJECT Fremont Bridge Deck Wear

RECEIVED
STATE HWY ENGR
JUN 28 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Dr. Wolfgang O. Eisenhut, Manager of Research and Development for Adhesive Engineering Company visited our office Friday, June 24 to review the findings of epoxy-asphalt pavement wear as indicated by the analysis from the photo sites. We explained the technique used to obtain the profiles through the use of close-up photography applying a tight wire as a reference. In the devise, a camera is mounted vertically above the wire and a strobe light is mounted at a 45° angle between the vertical and the horizontal. With this arrangement, the distance from the wire to the shadow of that wire on the photograph is identical to the vertical distance from the wire to the pavement surface. We showed Dr. Eisenhut some of the slides and all of the profiles that were developed from the slides. He was provided with a copy of my letter dated June 23, 1977 summarizing the findings of wear on the Fremont, Ross Island, and Sellwood Bridges during the past two-year warranty.

Dr. Eisenhut did not question the accuracy of the method but he did take note of the variation of wear we found along Lane 3 as indicated on the sketch attached to the June 23 letter. I explained that John Howard's work indicated non-uniform wear occurred in many areas of the bridge deck, probably because of variations in the epoxy-asphalt mix or in the compaction of the mix in addition to that caused by the extensive weaving of traffic on the bridge deck.

From his comments, I think he still holds the idea that the greater wear on the Fremont Bridge can be attributed to the higher prevailing speeds on that bridge even though our measurements on the three structures found almost identical winter to total wear ratios on each of the structures. It is recognized that speed is a factor in studded tire wear but it apparently is not significant within the limited difference in speeds on the three structures. The main comparisons have been made between very slow test track speeds and main rural highways and between freeway speeds and urban city street speeds. I have heard that European countries that have not banned studded tires entirely limit the speed of stud-equipped vehicles to 100 km per hour (61 mph) because of the wear caused at higher speeds. As I recall, the three bridges being compared here have average speeds ranging from about 38 to 50 mph.

I pointed out that, reduced to a constant traffic volume, the photo site measurements indicate the Fremont pavement wore at a rate 69 percent higher than that found on the average of the other two bridges during the two-year warranty period just ended. During the same period, John Howard's work indicates a rate of 33 percent faster wear on the Fremont. I indicated the decision concerning the amount of penalty or adjustment would be made by those involved in the prior discussions with his company.

When he left, I directed Dr. Eisenhut to the upper deck of the Fremont Bridge. He was going to inspect it on his return to Portland Friday afternoon.

GB:lt

cc: H. S. Coulter
E. S. Hunter ✓
J. C. Jenkins
E. L. Hardt
J. D. Howard

72.76

1/8

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 24 '77
REFER TO
Walt Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to

DATE June 23, 1977

TO Walter J. Hart
Bridge Engineer

FROM Gordon Beecroft
Gordon Beecroft
Research Engineer

SUBJECT Fremont Bridge Deck Wear

where to now?
HSC

We have completed the analysis of wear on the epoxy-asphalt paving on the top deck of the Fremont Bridge and made comparisons to the similar paving on the Ross Island Bridge and the Sellwood Bridge. During the two-year warranty period, the photographic measurements of wear indicate the Fremont Bridge pavement suffered 69 percent more wear than the average of the other two bridges when the values are reduced to a common unit of wear per 10,000 ADT per lane. The Fremont measurements are based on the average of eight measuring stations at mid-span covering each wheel path of each of the four lanes. For each measuring station, the values were averaged over the one foot portion showing the greatest amount of wear. Measurements were made at one inch intervals across this one foot section, giving the average of thirteen measurements per station.

Other photo stations along Lane 3 (third lane from the left) were not used in the wear computations because we do not have traffic volumes by lane except at mid-span. Because of the extensive weaving that takes place on the deck, it is not practical to utilize these stations except for reference. Comparing the end stations along Lane 3 with the concrete on the approach spans indicates the epoxy-asphalt pavement wore about 88 percent more rapidly than the concrete.

The photographic wear measurements were made on each of the three bridges, Fremont, Ross Island, and Sellwood, during each spring and each fall of the two-year warranty period. Reduced to the basis of 10,000 ADT per lane, the annual wear found for the Fremont Bridge was 0.0709 inches. On the same basis, the value for the Ross Island Bridge was 0.0425 inches and for the Sellwood Bridge 0.0411 inches. All of these values represent the wear that would accrue from the passage of 3,650,000 vehicles (10,000 ADT x 365 days). It can be noted the values for the Ross Island and Sellwood Bridges are very similar whereas the value for the Fremont Bridge is 69 percent greater than the average of the other two.

To get some indication of the influence of studded tires, the winter wear and summer wear were tabulated separately for each bridge. For the Fremont Bridge, 68 percent of the total wear occurred during the winter seasons; on the Ross Island Bridge, 72 percent of the total wear occurred during the winter; and for the Sellwood Bridge, 67 percent of the total wear occurred during the winter. Correspondence indicated a concern that the Fremont Bridge deck might wear more rapidly from studded tire use because of higher prevailing speeds on that bridge. The analysis indicates all three bridges had almost the same portion of the total wear during the winter. Thus, within the range of speeds involved on these structures, speed of studded tire equipped vehicles is not a measurable factor in influencing the amount of wear on the bridges.

In many areas of the Fremont Bridge deck, the wear is much greater than the average indicated by the measuring stations at mid-span. John Howard's average values for the deck are significantly higher than those indicated by the photo sites because his measurements average both bad and good sites. As you know, his values are the average of 196 individual measurements taken in each lane at each panel point. To confirm that there was reasonable agreement between the two methods of measurement, the values at mid-span and the first two panels each side of mid-span from Howard's report were averaged. This yielded an average total wear at mid-span for the two-year period of 0.0766 inches. This corresponds to the average at the mid-span photo sites of 0.0885 inches. Thus, the two methods of measurement agree very well in the vicinity of mid-span.

For convenient comparison, the various values discussed in this report are tabulated in the following:

Data Summary

Property	Fremont Bridge	Ross Island Bridge	Sellwood Bridge
Average annual wear per 10,000 ADT (from photo sites 4 thru 11)	0.0709"	0.0425"	0.0411"
Percentage of total wear that occurred during winter	68%	72%	67%
Average total wear over 2-year warranty period (traffic volumes not considered)	0.0885"	0.1044"	0.1004"
Average traffic volume per lane, ADT	6,238	12,300	12,200
Average total wear on concrete approach spans, Lane 3	0.0738"		
Average total wear at end stations on epoxy-asphalt, Lane 3	0.1392"		

The measured wear varies appreciably from lane-to-lane on the Fremont Bridge, but the values between wheel paths of a given lane compare very well and there is an excellent correlation between traffic per lane and wear per lane. This comparison is provided below:

Fremont Bridge - Comparison of
Traffic and Wear by Lane

	Lane 1	Lane 2	Lane 3	Lane 4
Percent of traffic by lane at mid-span	11.4	33.4	23.5	31.7
Percent of measured wear by lane at mid-span	10.9	36.3	22.6	30.2

The wear measured at the individual test sites of the Fremont Bridge during the warranty period are shown on the attached sketch. Test sites 4 through 11 are at mid-span.

In walking across the bridge on each shoulder, the rutting of the wheel tracks is apparent over most of the structure. There are areas however, that are much worse than the average. These are demonstrated by the photographs in John Howard's report. The areas that John Howard calls potholes, do not have the abrupt edges that I normally think of in connection with that term. I would describe these areas as having raveled with the likely causes being that of poor mix or inadequate compaction, or both.

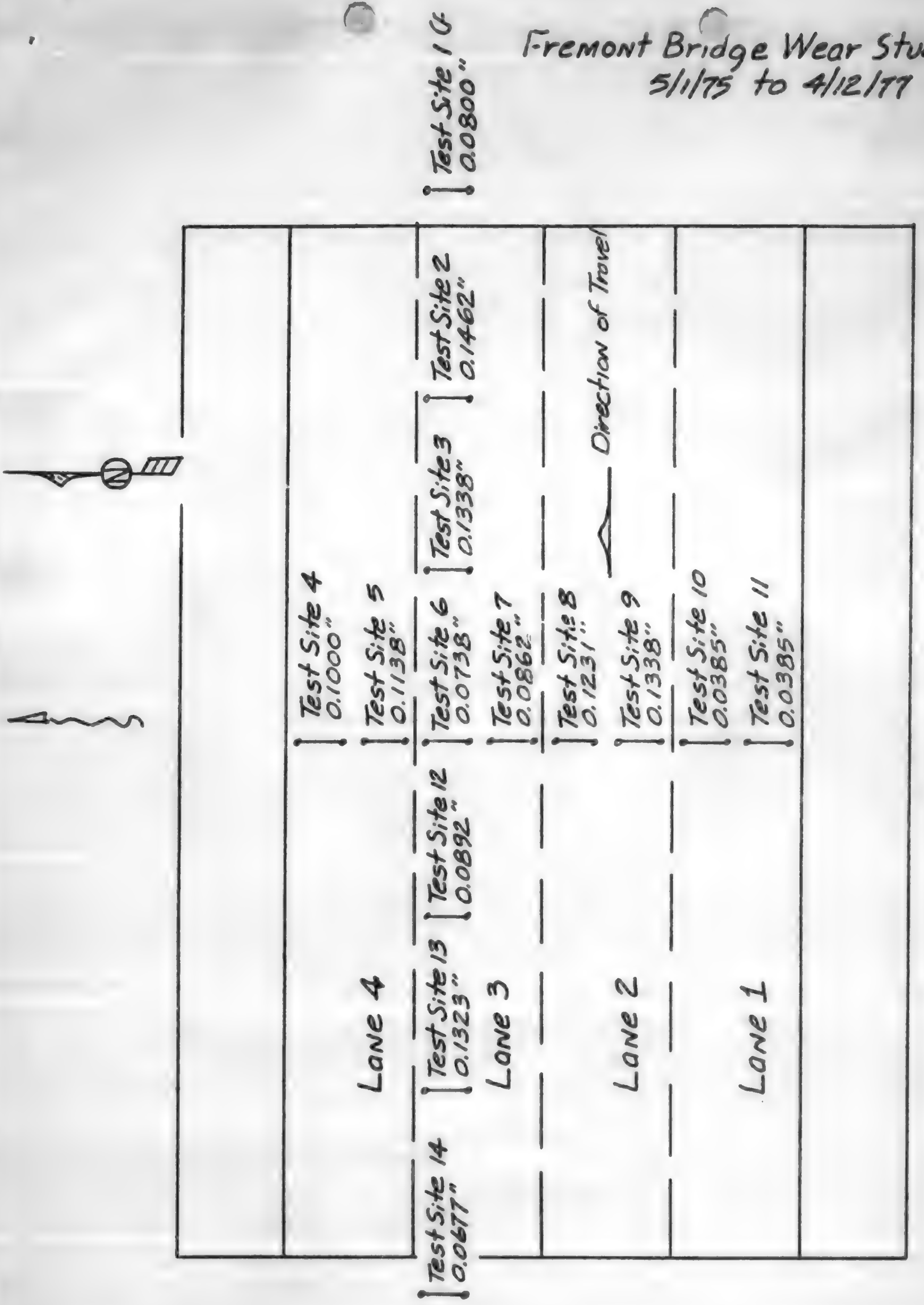
Much of the rutting in the wheel paths of the Fremont Bridge occurred before the new two-year warranty began in April, 1975. However, the measurements of wear taken at the photo sites during the warranty period show the epoxy-asphalt concrete pavement has continued to wear at a rate significantly higher than that existing on the comparable pavement of the Ross Island Bridge and the Sellwood Bridge decks when traffic volumes are taken into account.

GB:lt

att.

cc: H. S. Coulter
E. S. Hunter
J. C. Jenkins
E. L. Hardt
J. D. Howard

Fremont Bridge Wear Study (Top De
5/1/75 to 4/12/77


Test Site 1 ℄
0.0800"
Test Site 2
0.1462"
Test Site 3
0.1338"
Direction of Travel
Test Site 4
0.1000"
Test Site 5
0.1138"
Test Site 6
0.0738"
Test Site 7
0.0862"
Test Site 8
0.1231"
Test Site 9
0.1338"
Test Site 10
0.0385"
Test Site 11
0.0385"
Test Site 12
0.0892"
Test Site 13
0.1323"
Test Site 14
0.0677"
Lane 4
Lane 3
Lane 2
Lane 1
PCC)

#7216

1/8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 10, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-405-8(17)301
Fremont Bridge
Epoxy Asphalt Wearing Surface

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Hart's May 20, 1977 transmittal to the Adhesive Engineering Company on the wear survey of the above project. It appears to us that some type of penalty is due.

For G. L. Green

cc:
OSHD (W J Hart)

NOTED
R. L. [illegible]

RECEIVED
STATE HWY ENGR
JUN 13 '77
REFER TO
to Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Bachman
Hardt
Bancroft
Kosey

7276

[illegible]

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 5, 1977

FILE: MAI 12

FROM: WALTER J. HART
Region Engineer

TO: GORDON BEECROFT
Research Engineer

SUBJECT: EPOXY ASPHALT WEARING
Fremont Bridge

Enclosed are copies of the wear survey of the epoxy asphalt wearing surface on the upper deck of the Fremont Bridge. The survey also covers the Ross Island and Sellwood Bridges, which have comparable wearing surfaces. The successful performance of the Fremont epoxy asphalt surface in terms of wear, rutting, shoving, etc. may be substituted as a criteria for its acceptance. The original contract specified a pull out test for the epoxy asphalt surface. The material has failed to pass that test.

The final wear survey will be conducted in May of this year. Copies of that final survey wear data will be forwarded to you at that time. Upon completion of the final survey, we would appreciate your evaluation of the performance of the Fremont surface both as compared with the surfaces on Sellwood and Ross Island as well as how it compared with conventional surfacing systems.

WJH/lms
Enclosure
cc: E. S. Hunter ✓
C. T. Keasey
Bridge Section
FHWA

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7376 1

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

January 5, 1977

Mrs. Ethel O'Dell
13755 SW Allen Boulevard #12
Beaverton, Oregon 97005

Dear Mrs. O'Dell:

The Bicentennial Flag which has been flying on the Fremont Bridge is being replaced by the Oregon Flag. The American Flag will continue to fly atop the bridge.

Sincerely,

Governor

[redacted]:bl

bcc: Dept. of Transportation

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JAN 7 - '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COPY

13755 SW Allen Blvd. #12
Beaverton, Oregon 97005
December 27, 1976

The Honorable Bob Straub
Governor of Oregon
Salem, Oregon

Dear Mr. Straub,

We have heard recently that the State Highway Commission is going to remove the flags from the top arch of the Fremont Bridge. Please try to talk them out of this.

We drive to North Portland and to Vancouver quite often. We always look for the flags and in clear weather they are a beautiful sight. What profit can come from removing them we cannot understand. I am sure many others feel this way and would protest if they knew the flags were going to be removed.

Sincerely Yours,

Ethel O'Dell
Mickey O'Dell

Copy

RECEIVED
STATE HWY ENGR
DEC 29 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

72'76

p

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 16, 1976

FILE:
NOTED
H. S. COULTER

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Aeronautical Study No. 76-NW-24-OE
Flagpoles on the Fremont Bridge
Portland, Oregon
Stadium Freeway (I-405)

In regard to our request to permanently retain the flagpoles on the Fremont Bridge, I was advised by Ralph McGinnis of the Aeronautics Division that this has been discussed with FAA and that our permit is good indefinitely.

The expiration date on the permit referred to construction of the facility. If it hadn't been started by 11/5/77 we would have needed an extension or revision. Since the flagpoles are in place prior to that date, they may remain in place permanently.

ADO:az
cc: Walt Hart (Region 1)
Walt Hart (Bridge)
E. S. Hunter
H. S. Coulter
R. L. Schroeder
Ed Hardt
Dave Moehring
R. N. Bothman

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
FOR
Inves R/O D/R Sign Act File

72 [redacted] [redacted]

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 16, 1976

TO Walt Hart
Region I

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Flags, Fremont Bridge

The American and Bicentennial Flags are to be flown on the Fremont Bridge until the first of the year.

The American and State of Oregon Flags are to be flown continuously thereafter.

Please purchase three State Flags and proceed to obtain a permanent Federal Aviation Administration permit in order that the changeover can be made shortly after January 1, 1977.

ESH:ja

cc H. S. Coulter
R. L. Schroeder
Ed Hardt
Dave Moehring

72-76

13

ROBERT W. STRAUB
Governor

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

October 20, 1976

Trudy Willaims
3427 NE 20thh
Portland, Oregon 97212

NOTED
E. S. HUNTER

Dear Ms. Williams:

I agree that the flags on the Fremont Bridge are very inspiring and beautiful. I have no direct authority in the choice of those flags. I am sending your letter to the Highway Division so they will take your opinion into account when it is time to take down the Bicentennial flags.

Sincerely,

Governor

cc: Ed Hunter, Highway Division

RWS/mp

Cy Hank 10-25-76

RECEIVED
STATE HWY ENGR
OCT 20 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COPY

RECEIVED
OCT 20 1976
Governor's Office

3427 N. E. 20
Portland, Oregon 97212

October 18, 1976

Honorable Governor Robert Straub
Governor of Oregon

Dear Governor Straub,

Before when I have written I have had a complaint, but not this time. I have been enjoying the flags as they fly over the Fremont Bridge in Portland, Oregon. They are beautiful in many kinds of weather and times of day. Hopefully when the BiCentennial Celebration is over arrangements can be made so that the BiCentennial Flag is replaced by the State of Oregon Flag and both the U. S. and Oregon Flag can fly over the bridge. The flags are visible from many parts of the city and I'm constantly struck by their beauty and inspiration.

Sincerely,
Trudy Williams
Trudy Williams

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**
METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

July 19, 1976

KEVIN KRUSZEWSKI
5334 Northeast 30th Avenue
Portland, OR 97211

I received your letter saying how much you and your family enjoy the flags on top of the Fremont Bridge, the bicentennial flag and the American flag.

The Bicentennial Commission was given permission to fly them there during our bicentennial year, and plan to remove them next year. The flags are extremely high, requiring special permission, and are temporary. However, several people have expressed their desire, as you have done, for the flags to remain on the bridge. Consideration will be given to that possibility at the end of the bicentennial celebration.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: [redacted]
E. L. Hardt

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Portland, Oregon July 15
1976

State Highway Department
Salem, Oregon

Dear Sirs

I like the flags on top
of the fremont bridge.
All my family likes them
Everytime we pass
somebody says something about it
They are really pritty at night
with the lights shinning up on
them, I'm nine and I go to
Meek School.
My sisters are 12 years old
and 5 years old.
I sure hope you leave
the flags there all the time

Yours truly

Kevin Kruszewski

5334 N.E. 30th ave
Portland Oregon
97211

RECEIVED
STATE HWY E

JUL 19 '76

REFER TO
Bothmer

FOR						
Info	Inves	R/D	D/R	Sign	Act	File
			✓			

#7276

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 28, 1976

FILE: MAI 12

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: FREMONT BRIDGE FLAGPOLES

TO: STAN DALLMAN
Bridge Foreman

NOTED
E. S. HUNTER

Well, you got it done, didn't you. The flagpoles are set and all the lights are in place and functioning with no problems. When the project first came up there were those around who wondered whether State Highway crews could get the job done -- that thought never crossed my mind. I was always sure that it could be done, so long as we had men like you and your crew to do the work. There wasn't much publicity about the dedication and the flag raising, but nevertheless the flag looked beautiful going up and I wish you and your crew could have been there to see it.

Please accept my thanks to you and each member of your crew for the work that you all did.

ELH/cr
cc H. S. Coulter
E. S. Hunter
D. H. Moehring
James McClure
Personnel

S

JUN 1 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

72-76

F. B. Klaboe

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
May 17, 1976

FILE:

Bob

FROM: Robert W. Kuenzli
Equipment Supply Superintendent

SUBJECT: Fremont Flag Pole Project
Equipment Unit

TO: MEMO TO THE FILES

The Equipment Unit furnished labor and material for the Fremont Flag Pole project in the amount of $10,750.00.

Labor included layout, cutting, fabrication, assembly of components, painting, cradles and transporting to Portland. A number of plan alterations were made by the Bridge Design Section, one major involving some re-working on the two base assemblies after they were completed. Region 1 also requested a pair of "pilot slip points" be installed on the base of the poles after delivery to Portland. They proved very useful and effective upon lowering of the poles into the bases.

The labor costs, with the alterations and additions included, remained less than the Bridge Design Section's estimate.

Material costs included all the steel for both poles, bases and attachments. Also, four floodlights, mounting brackets, six flags (three each 15' x 25' U.S. and Bicentennial), two temporary aircraft beacons, two beacon mounting brackets and lowering-placement assemblies, electrical conduit, wiring and electrical equipment, miscellaneous lanyards, eye bolts, base mounting bolts, winches, stainless steel cable, etc.

Some material estimates by the Bridge Design Section were not factual; mounting and lowering-raising units for aeronautical beacons, added costs for back-up beacon lens, bulbs and bulbs for floodlights, safety eye bolts, etc.

As indicated to F. B. Klaboe on Friday, May 14, 1976, I believe a reasonable dollar estimate of material used in this project that could be salvaged for other uses within ODOT follows:

NOTED
F. B. KLABOE

100 ft.	10-3/4" O.D. Line Pipe	$ 260.40
--	Miscellaneous Steel & Plate from bases	434.00
6	Eye Bolts and Nuts	65.10
2	Halyards	27.13
--	Miscellaneous Hooks and Shackles	18.45
220 ft.	Electrical Conduit and Fittings	458.96
2	Winches	57.51
220 ft.	Aircraft Cable	93.31
2	Thompson Aircraft Beacon Brackets, Accessories and Hand Line	1,247.75
--	Partial Salvage of One Base	108.50
2	Ropes	6.51
4	Floodlights w/bulbs	1,953.00
2	Aircraft Warning Beacons	355.88
--	Miscellaneous Components	27.13
	TOTAL	$5,113.63

Major material items not salvagable:

	Paint and Primer	$ 71.07
2 kits	Insta-Density Foam Crete	330.93
3	U.S. Flags	713.93
3	Bicentennial Flags	1,115.16
	TOTAL	$2,231.09

Bicentennial flags may have some sale value at a State surplus sale auction.

RWK:we
cc: F. B. Klaboe
D. H. Moehring
J. W. Sheldrake
E. L. Hardt

RECEIVED
STATE HWY ENGR
MAY 18 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

AMERICAN REVOLUTION BICENTENNIAL
COMMISSION OF OREGON
P.O. Box 1399
Portland, Oregon 97207
(503) 229-4805

Gov. Robert W. Straub

Mrs. Pat Straub
Honorary Chairwoman

David L. Davies
Chairman
Portland

Judge Charles S. Crookham
Vice-Chairman
Portland

Mrs. L. A. (Janet) Baumhover
Portland

Hon. Keith A. Burbidge
Salem

Mrs. Rollins F. Christian
Portland

Thomas P. Govan, Ph.D.
Eugene

Edward W. Harvey, Ph.D.
Astoria

Hon. Samuel S. Johnson
Redmond

James K. Sours, Ph.D.
Ashland

Grant Waheneka
Warm Springs

Hon. Paul E. Walden
Hood River

Darold D. Wax, Ph.D.
Corvallis

Consultants:

Lt. Col. George Bennett
Military Department
Salem

Thomas Vaughan
Oregon Historical Society
Portland

Frank J. Quinlan
Director
Portland

May 11, 1976

Mr. F.B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
State Highway Building, Room 140
Salem, Oregon 97310

Dear Mr. Klaboe:

The American Revolution Bicentennial Commission of Oregon and the Multnomah County Bicentennial Committee invite you to attend dedicatory ceremonies at 10:45 am Thursday, May 20, in the parking lot of the River Queen Restaurant, 1300 NW Front, Portland.

Governor and Mrs. Straub will dedicate an American and a Bicentennial flag which then will be carried by Portland fireboat to the Fremont Bridge and raised to its highest point, some 400 feet over the Willamette River. These flags will be illuminated at night and will be a reminder to Oregonians in the metropolitan area that this is the Bicentennial year, the 200th anniversary of our country.

We hope you will be able to join us in this Bicentennial activity.

Sincerely,

David L. Davies

David L. Davies
Chairman
ARBC of Oregon

FJQ:nrj

RECEIVED
STATE HWY ENGR
MAY 13 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cy Coulter
5-17

#7276

B

APB MIL 5 5-5-76 8-37

ATTENTION ALL STATIONS

LETS TRY AGAIN. THE FREMONT BRIDGE FLAGPOLE ERECTION IS SUNDAY MAY 9, 7-00 AM.

MIKE STOVALL

SDL37.00¾&-3-157.⅛9.3&.&0¾4.--.309009

187+1+963-3177

9:25

Pat will show
Ed TT when
he arrives

j

RECEIVED
STATE HWY ENGR

MAY 5 '76

REFER TO

FOR

Info	Inves	R/C	D/R	Sign	Act	File

7276

files

Mary Deits

April 27, 1976

C. W. Head

MISC. CONTRACTS and
AGREEMENTS No. 5642

As requested by Mr. Klaboe's office, we are returning to you two copies of an agreement with Evergreen Helicopters, Inc., to place two flag poles on the top of the Fremont Bridge.

It is my understanding that you will secure the approval of the Executive Department. Please return the original to this office for the Transportation Commission's files when approved.

fkm
Att.

4-26-76

This is an agreement with Evergreen Helicopters, Inc., to place two flag poles on top of the Fremont Bridge in observance of the Bicentennial, This work will be done during the month of May 1976. at a cost of $1,800.

approved by Glenn L. Jackson
5:10 PM April 26, 1976

FS Klaboe

Mary Deets

#7276

13

STATE OF OREGON 1859

MILITARY DEPARTMENT

2150 FAIRGROUNDS ROAD N.E. • • SALEM, OREGON • • 97303

ROBERT W. STRAUB
GOVERNOR

RICHARD A. MILLER
Major General
The Adjutant General

STARYL C. AUSTIN, JR.
Brigadier General
Deputy Adjutant General

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DAG

April 21, 1976

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Deputy Highway Engineer
Highway Division, State of Oregon
Salem, Oregon 97310

Dear Ed:

Reference our earlier discussion and correspondence concerning the placement of two flag poles on the Fremont Bridge in Portland. On 8 April we ran a preliminary flight to test feasibility of using one of our helicopters to do the job. Mr. Ed Hardt of your staff made the flight with us.

After the flight and some follow-on discussion with Mr. Hardt, we have reluctantly reached the conclusion that we should not do the job. Our primary concern is the lack of a hovering stability system in our UH-IH helicopters and the resultant danger to your men on the bridge. The small working area on the bridge structure and the potential movement of the poles while suspended from the helicopter indicate a strong possibility of knocking a workman off the bridge. We don't want that to happen.

My only recommendation for a substitute is to use either Columbia Helicopters or Evergreen Helicopters. Both are commercial operators in the Portland area. They have equipment specifically designed to do this kind of work and with the necessary stability system.

(see Ed Hardt's 4/14 ltr. attached)

I'm sorry it didn't work out.

Sincerely yours,

Staryl

STARYL C. AUSTIN, JR.
Brigadier General
Deputy Adjutant General

cy Hart
Hardt
4-26-76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: MAI 12

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 15, 1976

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: FREMONT BRIDGE FLAGPOLES

TO: JACK L. SOLLIS
Assistant Attorney General

Here are two copies of a preliminary agreement between Evergreen Helicopters, Inc. of McMinnville and the Oregon State Highway Division for setting the flagpoles on the Fremont Bridge. I would appreciate it if you would review these for form and content. If you have any questions, they should be referred to Randy Wilson at 472-4151. He is Evergreen's insurance person.

Please have an appropriate person approve the agreement, if it is acceptable as written. If no one in the building wants to sign it, please return.

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ELH/cr
Attachments
cc E. S. Hunter

cy ltr only-
Walt Hart
4-26-76

ELH/cr
bc E. S. Hunter

1859

**OREGON STATE
HIGHWAY DIVISION**

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Frank J. Quinlan
Director, Oregon Bicentennial Commission
1633 SW Park Avenue
Portland, OR 97207

April 14, 1976

City Auditor
City of Portland
1220 SW 5th Street
Portland, OR 97204

Dear Sir:

As part of the Oregon Bicentennial celebration, 15'x25' American and Bicentennial flags will be placed on the top of the arch of the Fremont Bridge. The Oregon Bicentennial Commission plans a dedication ceremony on May 20th.

It will be necessary to place the flagpoles on the bridge using a helicopter. We have obtained permission from the Port of Portland to use a parcel of land on Swan Island for a landing point for the helicopter. Attached you will find a map which shows this area. It is our understanding that it is necessary to obtain a permit from the City of Portland to allow the helicopter to land at this area. The purpose of this letter is to request that you take the steps necessary for issuance of such a permit. ✓ Evergreen Helicopters of McMinnville will be supplying the helicopter. The work of setting the poles will be done by the Oregon State Highway Division.

We plan to set the poles shortly after May 5, so we would appreciate having the landing permit by that time. If possible, the permit should be effective through 1976 to allow for taking the poles down late in the year. If you have any questions regarding setting of the poles, this office should be contacted. If you have any questions regarding the flag raising ceremonies, they should be directed to Mr. Frank J. Quinlan, Director, Oregon Bicentennial Commission, telephone 229-4805. Your help in obtaining this permit will be appreciated.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO
FOR

Info	Memo	R/D	D/R	Sign	Act	File

Attachment

cy Walt Hart
4-26-76

Form 81-734-3122

7276

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

MAR 31 1976

Mr. A.D. Olson
Oregon State Highway Division
223 Highway Building
Salem, Oregon 97310

Subject: Flag poles, Freemont Bridge
Aeronautical Study No. 76-NW-24-OE

Dear Mr. Olson:

This letter will confirm the telephone coversation between Mr. George Williams of this office and Mr. Marlowe Krohn of your office, March 30, 1976, and amends the conditions of our no hazard determination issued March 26, 1976.

We have no objection to your not obstruction marking the flag poles provided flags are flown atop the poles at all times.

NOTED
E. B. HUNTER

Sincerely,

Milton O. Sirois
MILTON O. SIROIS
Airspace Specialist, ANW-533

S RECEIVED
E HWY ENGR
APR 6 '76
REFER TO
Hart & Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 5 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
Other

1

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

3-26-76

Northwest Region
FAA Building, Boeing Field
Seattle, Washington 98108

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 76-NW-24-OE

DETERMINATION OF NO HAZARD TO AIR NAVIGATION

SPONSOR	Oregon State Highway Division 223 Highway Building Salem, Oregon 97310 Fremont Br.	CONSTRUCTION LOCATION PLACE NAME Portland, Oregon	
		LATITUDE 45°32'15"	LONGITUDE 122°41'00"
		HEIGHT (IN FEET)	
CONSTRUCTION PROPOSED	DESCRIPTION Two 49' flagpoles on existing 384' MSL bridge.	ABOVE GROUND 431'	ABOVE MSL 433'

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

Structures are obstruction marked and lighted in accordance with FAA Advisory Circular AC 70/7460-1D.

See additional conditions on reverse.

RECEIVE
STATE HWY E GR
MAR 307
REFER T
FOR
Info	Inves	R/D	D/R	Sign	

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( ) At least 48 hours before the start of construction (use the enclosed FAA form).
(x) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on November 5, 1977, unless:
(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before April 25, 1976 . In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on May 5, 1976, unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

NOTED
R. W. ELLISON

Milton O. Sirois

SIGNED MILTON O. SIROIS TITLE Airspace Specialist, ANW-533

ISSUED IN Seattle, Washington ON March 26, 1976

FAA Form 7460-9 (4-71)

GPO 910-226

AERONAUTICAL STUDY NO. 76-NW-24-OE

The proposed structures would be located atop the Freemont Bridge 4.7 nautical miles southwest of the established reference point of Portland International Airport. As such, they would exceed the standards of Federal Aviation Regulations Part 77, Section 77.23(a)(2), in that they would exceed a height of 400 feet above airport elevation within 5 miles of the established reference point of an airport.

The proposal was circularized to the public for comment on February 27, 1976. No objections were received. The proposal as circularized indicated structure heights of 428' AGL; 430' AMSL. Subsequent to circularization, the proponent amended the proposal to increase the height by 3 feet. The amended heights are shown on Page 1. Since the 3 foot increase is considered minor, the proposal was not recircularized.

The study disclosed that the proposed structures would not require an increase in any minimum flight altitude, nor would any aeronautical operation or traffic pattern require change to accommodate the proposed structures.

The study further disclosed that the proposed structures would have no substantial adverse effect on VFR operations at Portland International Airport, provided the conspicuity of the structures are enhanced by the use of obstruction marking and lighting.

Additional Conditions

Temporary Warning Lights

During the construction phase, temporary warning lights in accordance with Advisory Circular 70/7460-1D, paragraph 15e, should be employed. This should consist of a steady burning red light of at least 32.5 Candelas. If commercial power is not available at the construction site, battery operated units may by used.

#7276

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 19, 1976

Mr. George Williams
Plans, Programs & Evaluation Branch
Federal Aviation Administration
FAA Bldg., Boeing Field
Seattle, Washington 98108

NOTED
E. S. HUNTER

Dear Mr. Williams:

Re: Aeronautical Study
76-NW-24-OE
Flagpoles on Fremont Bridge
Portland, Oregon

As you suggested the following information will confirm your recent phone conversation with Marlowe Krohn. As discussed final plans for the proposed project have determined the height of the two flagpoles to be 49 feet. This is 3 feet more than originally indicated. The corrected height aboveground should be 431 feet and the corrected height above MSL should be 433 feet.

As we understand the flagpoles may be erected after April 24th provided no objections to your notices are received.

Your assistance and consideration in this matter has been much appreciated. If additional information is required, please contact us.

Very truly yours,

A D Olson
A. D. Olson
Preliminary Design Engineer

ADO:jh
cc: E. S. Hunter
E. L. Hardt
W. J. Hart
Roy M. Raasina, Aeronautics Division

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 81-734-3122

#7276

MILITARY DEPARTMENT

2150 FAIRGROUNDS ROAD N.E. • • SALEM, OREGON • • 97303

ROBERT W. STRAUB
GOVERNOR

RICHARD A. MILLER
Major General
The Adjutant General

STARYL C. AUSTIN, JR.
Brigadier General
Deputy Adjutant General

DAG

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FOR
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RECEIVED
MAR 12 1976
Office of
Assistant State Highway Engineer

8 March 1976

cy Macking
Ed Hardt
Geo. Bell

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Ed:

Reference your letter of 2 March concerning the placement of two flags atop the Fremont Bridge. General Miller has approved our participation, and I have referred the project to Lt. Colonel Gale Goyins, our State Aviation Officer. Lt. Colonel Goyins will make direct contact with Mr. Hardt.

We will be covering the actual event with appropriate photo and journalistic people.

Sincerely yours,

Staryl

STARYL C. AUSTIN, JR.
Brigadier General
Deputy Adjutant General

cf: Lt Col Goyins
Lt Col Mewha

RECEIVED
MAR 12 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7296

March 2, 1976

bc Glenn L. Jackson
F. B. Klaboe
H. S. Coulter
D. H. Moehring
Ed Hardt(Gen. Austin's
phone no. is 378-3985
George Bell

Brigadier General Staryl C. Austin, Jr.
Deputy Adjutant General
State of Oregon Military Department
2150 Fairgrounds Road, N.E.
Salem, OR 97310

Dear Sir:

This is to confirm our telephone conversation today, at which time I advised you that the Highway Division was in need of assistance on a Bicentennial project.

Our project involves the placing of an American flag and a Bicentennial flag atop the Fremont Bridge. The poles, illumination, and pole-mounting brackets are being fabricated by State forces. It is expected that they will be ready for installation about the last week of March.

The materials are too heavy to "manhandle" to the top of the bridge, which leaves us with the option of setting the brackets and poles in place with a helicopter. I am extremely happy that you have agreed to participate in this Bicentennial project by supplying the helicopters.

Mr. Ed Hardt, Regional Engineer, 9200 S. E. McLoughlin Boulevard in Milwaukie (mailing address -- P. O. Box 02157, Portland, OR, 97202), telephone number 653-3090, is in charge of the project. He will be in touch with you during the next week or two to discuss the details of the installation.

We certainly have no objections to your taking all the photographs you may need to document the exercise, and I thank you very much for your assistance.

Sincerely,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bcc Capt. Emil E. Brandaw
Traffic Division
Department of State Police

[illegible] #7276

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 4, 1976

Salem, Oregon

FILE: CON 7276

ORIGINAL SIGNED

NOTED
H. S. COULTER

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Dave Moehring
Maintenance Engineer

SUBJECT: Fremont Bridge Flag Poles

Your teletype of February 25, 1976 indicates March 18 as possible erection date for the Fremont Bridge Flag Poles.

The attached communication from the Federal Aviation Administration indicates they will not receive comments on our request for pole erection until March 25, 1976. We anticipate issuance of a permit immediately thereafter.

In order to stay in the good graces of the Federal Aviation Administration, it would be advisable to delay pole erection until March 26, 1976. We anticipate receiving verbal approval from the Federal Aviation Administration on the morning of March 26.

If this delay is not possible, please advise and we will make a special appeal to the FAA.

NOTED
F. B. KLABOE

This a determination that installation is O.K. not a permit.

RWE/ag

Attach.

cc E. S. Hunter
R. N. Bothman
Adrian Olson

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO Coulter
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File ✓

cy Ellison
Moehring
Bothman
Olson
3-16-76

April 24th end of 30 day public review.

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

NOTED
E. S. HUNTE

7276

1b

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 7276

February 10, 1976

Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. D. H. Moehring
Maintenance Engineer

SUBJECT: Flag Poles for Fremont Bridge

NOTED
E. S. HUNTER

Enclosed are two full size and four half size prints of the details for the fabrication and mounting of the flag poles, obstruction lights and floodlights on the Fremont Bridge.

You will notice that we have given on materials list names and phone numbers of firms that supply material for fabrication.

We have tried to keep the mounting as simple as possible assuming that the method of erection of the poles will be by helicopter. We have called a number of helicopter companies and determined their charges.

1. Pacific, Salem (cheapest)
   Joe Anderson, 363-1015
   1100# lift but requires a trial lift to determine capabilities
   Cost: $200 first lift, $25 per lift thereafter

2. Evergreen, McMinnville
   Walt Barnhard, 223-1529 (Portland)
   2000# lift
   Cost: $450/hr. (2 hr. min.) before April 1, after April 1
   4 hr. min.

3. Columbia Helicopter, Swan Island
   900# lift

4. Western Helicopter, Newberg
   700# lift

We recommend Pacific Helicopter, 1st and Evergreen, who are the most experienced, second. Perhaps an alternate would be the Air National Guard which would probably charge nothing for the service.

Mounting of the flag poles to the 1 3/4" thick arch rib plate is to be by bolting. Holes in the arch rib for the 7/8-inch diameter bolts (six required for each pole) must be drilled. Due to the type steel from which the rib is made, flame cutting or welding is not acceptable for any reason whatever.

The floodlight mountings shall be fastened to the arch ribs using the existing holes for the previously proposed arch outline lighting. Additional holes in the arch rib for mounting floodlights are not desirable.

Also enclosed are materials lists, weight estimate and cost estimate. If you have any problems during fabrication or erection, please call Gordon Ballard, 378-6551.

GJB/dh/ag
Enclosures

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
FEB 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FREMONT BRIDGE - FLAG MOUNTING

Estimate: $10,000

I.	Materials		
1.	U.S. & Bicentennial Flags (3 each)	$ 1,690	
2.	Misc. Flagpole Hardware	500	
3.	Flagpole material (steel pipe) (Furnished from stock by State)	425	
4.	Misc. Steel PLs for mountings (Furnished from stock by State)	150	
	Subtotal		$ 2,765
II.	Fabrication Cost (State Forces)		
1.	Shop Work on Pole and Brackets 3-man crew for 3 wks. @ $200/day	$3,000	
2.	Staging and Delivery 3-man crew for 2 days @ $200/day	400	
3.	Truck for 2 days @ $70/day	140	
	Subtotal		3,540
III.	Erection (State Forces)		
1.	Crane for 8 hrs @ $30/hr.	$ 240	
2.	3-man crew for 2 days @ $200/day	400	
3.	Helicopter @ $200/first lift 8x $25/ea. additional lift	200 200	
	Subtotal		1,040
IV.	Illumination		
1.	1000 watt MH floods 2 @ ea. flag plus misc. conduit and wire 4 @ $425	$ 1,700	
2.	Obstruction lights and hanger 2 @ $100	200	
3.	Two-man crew @ $25/hr for 16 hrs.	800	
			2,700

Total Estimate:

I.	Materials	$ 2,765	
II.	Fabrication	3,540	
III.	Erection	1,040	
IV.	Illumination	2,700	
			$10,045

Say $10,000

Form 81-734-3136

Oregon State Highway Divisio
BRIDGE DESIGN UNIT

Sheet 1

Bridge Frament Bridge ~ Flag Poles on Arch @ P.P. 24 County

Calculations by KAK Date 2-9-1976 Bridge No.

SP*67749-134

List of Materials required:

1) 14" O.D. (13" I.D.) API pipe @ 72.09 lbs/ft
2 reqd @ 5' a piece = 10 ft total

2) 10 3/4" O.D. API pipe @ 21.15 lbs/ft
2 reqd @ 49' a piece = 98ft total
Plus sleeve pipes for splicing

3) 1800 lb manual operated winch (self locking)
as per Sears Catalog 6K 62415
2 required (one each per flag pole)

4) Single Swivel halyard Wire Block (without becket). with 1/4" cotter pin and nut
See item 6, Page 384, Marine Wholesale Inc. Portlan
2 required (one each per flag pole) 233-8771

5) 3/16" dia., 7×19 stainless steel aircraft cable (type 304)
2 reqd. @ approx. 110 ft. a piece ≅ 220 ft.

6) Swivel type, chrome plated bronze 3/4" dia round eye SNAPHOOK
6 reqd. (3 per flag)

7) Nicopress sleeves for 3/16" aircraft cable
10 reqd. (5 per flag pole)

8) Stainless steel Thimble for 3/16" aircraft cable
2 reqd. (one each to connect aircraft cable to counter weight)

Form 81-734-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 2

Bridge .... County ....

Calculations by KAK Date 2-9-1976 Bridge No. ....

SP*63746-734

9) 5/8" dia. braided poly decron sling
2 reqd. @ approx 7.5' apiece ≅ 15 ft

10) 5/8" galvanized Shackle (3¼ ton working load)
with 3/4" ϕ cotter pin & nut
Type G-2130, Crosby Laughlin, available at
Salem Steel & Supply Co. 581-7210
2 reqd. (one each for a pole counter weight)

11) 4" dia x 15" long solid steel counter weight,
Coated with 3/8" white neoprene over the
periphery and base. Use neoprene base contact
cement.
Available with Boyd Rubber Products, Portland
255-5405
2 reqd. (1 each per flag pole)

12) 4½ lb density Foam-Crete Model No.
FP-60 as manufactured by Insta-Foam
Products Inc. of Illinois, Fiberchem, Inc.
3549 NW Yeon, Portland 222-6861

13) THOB-HPS Bracket Unit (Dim. A = 45'-9" ±)
See attached zerox sheet for material list
Note: (Repeated in Electrical Material List)

14) Misc. hardware such as PL^{s} (A-36), bolts, nuts,
levelling bolts etc etc.

15) Steel template for drilling flag pole base plate
bolt holes on Arch Rib Flange PL (1¾" thick A-514)

Form 81-734-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 3

Bridge .... County ....

Calculations by KAK Date 2-9-'76 Bridge No. ....

SP*67746-734

Weights :

① 14"⌀ pipe with base PL (each)

$$= \overset{\text{Pipe}}{(361)} + \overset{\text{base PL}}{(129)} + \overset{\text{winch Assembly}}{(12 + 12)} + \overset{\text{Misc}}{(2+2+3+1)} = 522 \text{ lbs Say } 525^{\text{lb's}}$$

② Flag Pole + mountings (each)

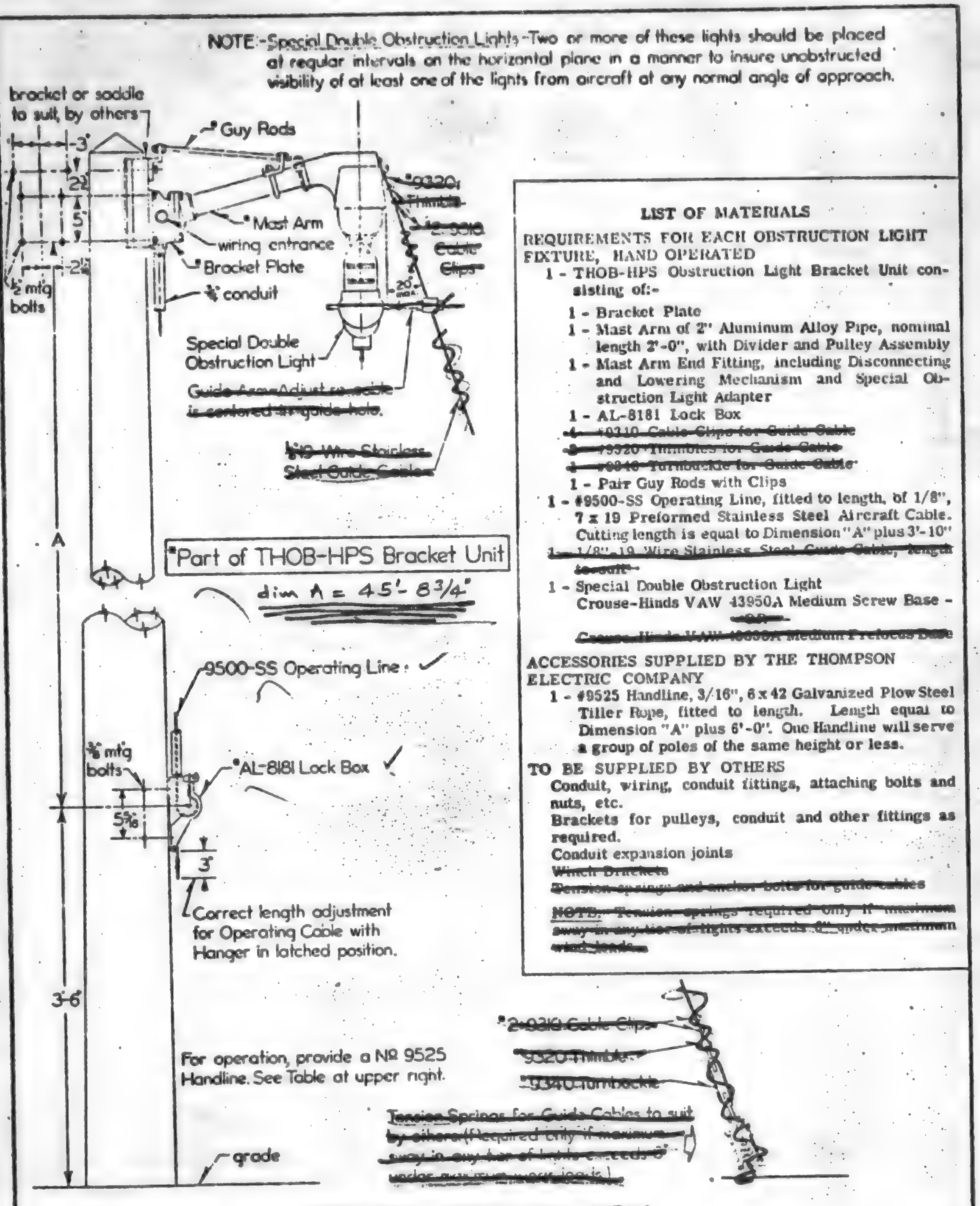
$$= \overset{\text{Pole}}{(1037 + 63)} + \overset{\text{top PL}}{(30)} + \overset{\text{M'g Brk}}{(35)} + \overset{\text{Slack}}{(2)} + \overset{\text{(lighting)}}{(25+10)} + \overset{\text{wire}}{(10)}$$

$$+ \overset{\text{misc}}{(13)} + \overset{\text{elec. conduit}}{(\ 55\ )} = 1280 \text{ lbs}$$

③ Counter wt (each) $\cong$ 60 lbs

$$\text{Total wt./unit} = 525 + 1280 + 60 + \overset{\text{flag}}{15}$$

$$= 1880 \text{ lbs}$$



NOTE:-~~Special Double Obstruction Lights~~-Two or more of these lights should be placed at regular intervals on the horizontal plane in a manner to insure unobstructed visibility of at least one of the lights from aircraft at any normal angle of approach.

bracket or saddle to suit, by others
*Guy Rods
3"
2"
5"
2"
½ mtg bolts
*Mast Arm
wiring entrance
*Bracket Plate
¾ conduit
~~*9320 Thimble~~
~~*2-9310 Cable Clips~~
20° max
Special Double Obstruction Light
~~Guide Arm Adjust so cable is centered in guide hole.~~
~~1/8 19 Wire Stainless Steel Guide Cables~~
A
*Part of THOB-HPS Bracket Unit
dim A = 45'-8 3/4"
9500-SS Operating Line
⅜ mtg bolts
*AL-8181 Lock Box
5 5/16
3"
3'-6"
~~*2-9310 Cable Clips~~
~~*9320 Thimble~~
~~*9340 Turnbuckle~~
grade

Correct length adjustment for Operating Cable with Hanger in latched position.

For operation, provide a Nº 9525 Handline. See Table at upper right.

~~Tension Springs for Guide Cables to suit by others (Required only if maximum sway in any tier of lights exceeds 6" under maximum wind loads.)~~

LIST OF MATERIALS

REQUIREMENTS FOR EACH OBSTRUCTION LIGHT FIXTURE, HAND OPERATED

- 1 - THOB-HPS Obstruction Light Bracket Unit consisting of:-
  - 1 - Bracket Plate
  - 1 - Mast Arm of 2" Aluminum Alloy Pipe, nominal length 2'-0", with Divider and Pulley Assembly
  - 1 - Mast Arm End Fitting, including Disconnecting and Lowering Mechanism and Special Obstruction Light Adapter
  - 1 - AL-8181 Lock Box
  - ~~4 - #9310 Cable Clips for Guide Cable~~
  - ~~2 - #9320 Thimbles for Guide Cable~~
  - ~~1 - #9340 Turnbuckle for Guide Cable~~
  - 1 - Pair Guy Rods with Clips
- 1 - #9500-SS Operating Line, fitted to length, of 1/8", 7 x 19 Preformed Stainless Steel Aircraft Cable. Cutting length is equal to Dimension "A" plus 3'-10"
- ~~1 - 1/8" 19 Wire Stainless Steel Guide Cable, length to suit~~
- 1 - Special Double Obstruction Light
  Crouse-Hinds VAW 43950A Medium Screw Base -
  ~~-OR-~~
  ~~Crouse-Hinds VAW [illegible] Medium Prefocus Base~~

ACCESSORIES SUPPLIED BY THE THOMPSON ELECTRIC COMPANY

- 1 - #9525 Handline, 3/16", 6 x 42 Galvanized Plow Steel Tiller Rope, fitted to length. Length equal to Dimension "A" plus 6'-0". One Handline will serve a group of poles of the same height or less.

TO BE SUPPLIED BY OTHERS

Conduit, wiring, conduit fittings, attaching bolts and nuts, etc.

Brackets for pulleys, conduit and other fittings as required.

Conduit expansion joints

~~Winch Brackets~~

~~Tension springs and anchor bolts for guide cables~~

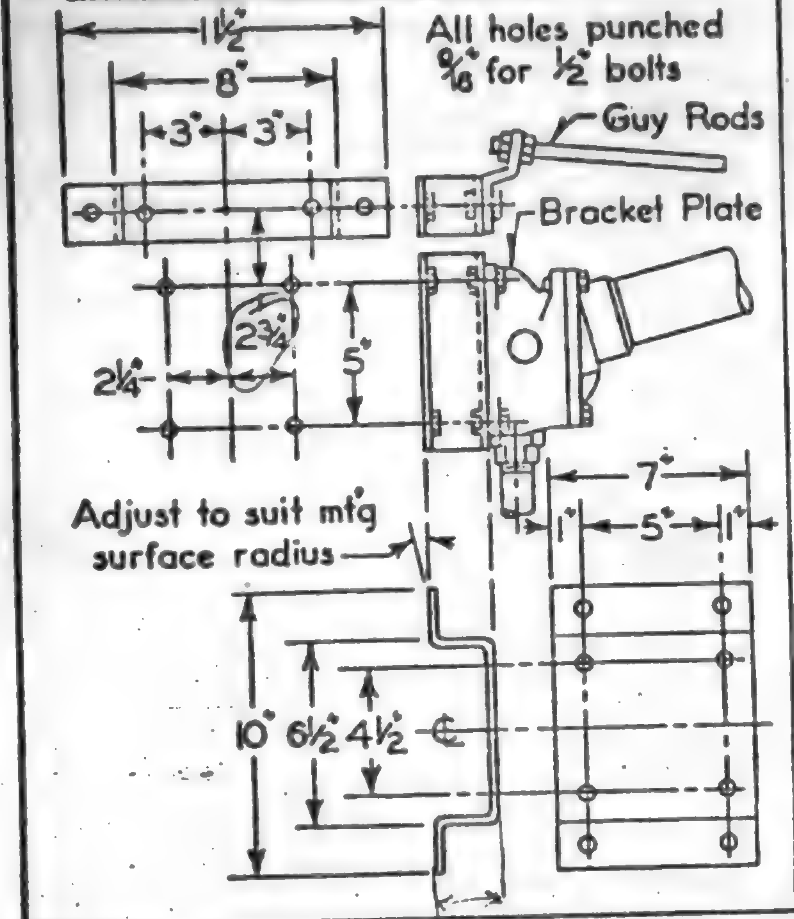
~~NOTE: Tension springs required only if maximum sway in any tier of lights exceeds 6" under maximum wind loads.~~

AERONAUTICAL OBSTRUCTION LIGHTING
Specification A-1 & B-1

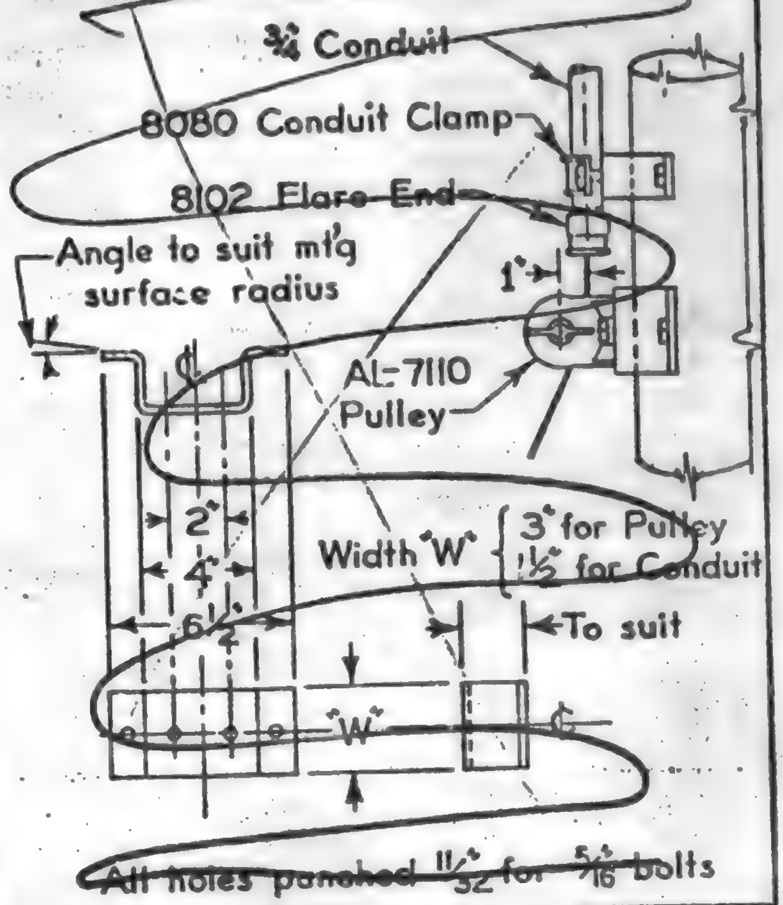
Typical Installation of Thompson Aeronautical Obstuction Light Bracket Unit Used With The Required Special Double Obstruction Light, on Steel or Wood Poles Not Over 75 Feet High With Conduit Enclosed Vertical Operating Cable.

SUGGESTED DESIGNS OF MOUNTING BRACKETS

Saddle for Bracket Unit & Guy Rods

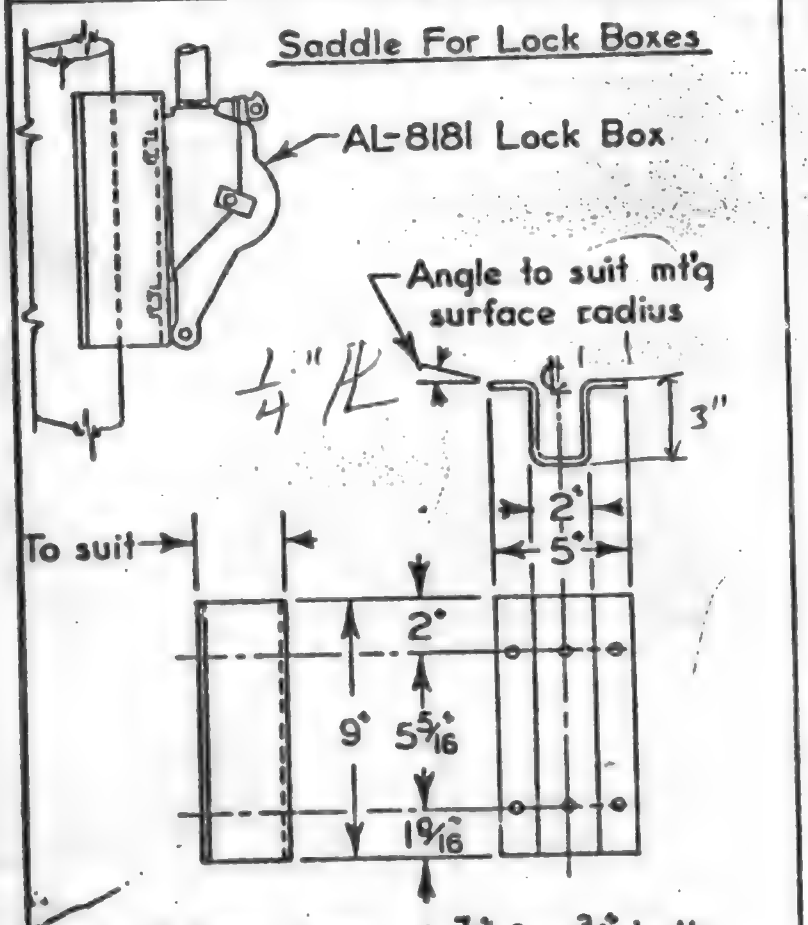

11½"
8"
3"
3"
All holes punched 9/16" for ½" bolts
Guy Rods
Bracket Plate
2¾"
2¼"
5"
7"
1"
5"
1"
Adjust to suit mt'g surface radius
10"
6½"
4½"
℄

~~Saddle For Pulleys And Conduits~~


¾" Conduit
8080 Conduit Clamp
~~8102 Flare End~~
Angle to suit mt'g surface radius
1"
℄
AL-7110 Pulley
2"
4"
6½"
Width "W" { 3" for Pulley / 1½" for Conduit
To suit
"W"
℄

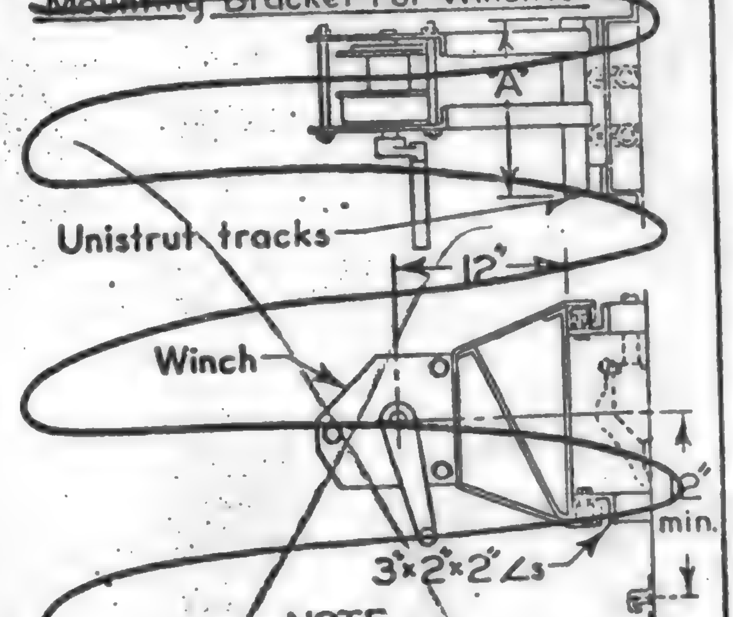
~~All holes punched 11/32" for 5/16" bolts~~

Saddle For Lock Boxes


AL-8181 Lock Box
Angle to suit mt'g surface radius
¼" R
℄
3"
2"
5"
To suit
2"
9"
5 5/16"
1 9/16"

All holes punched 7/16" for ⅜" bolts

~~Mounting Bracket For Winches~~


"A"
Unistrut tracks
12"
Winch
2" min.
3"×2"×2" ∠s

— NOTE —

Install ~~tracks above terminal~~ fittings so as to provide easy movement of winch to the ~~operating position. Length of track "A"~~ should equal width across terminal fittings plus ~~12 inches~~.

Form 81-734-3136

Oregon State Highway Divisi
BRIDGE DESIGN UNIT

Sheet 1

Bridge FREMONT BR. FLAG POLES

County

Calculations by T.A.O. Date 2-11-76

Bridge No.

SP-67716-734

ELEC. MATERIAL LIST

Quanity	DISCRIPTION
2	"THOMPSON" AERONAUTICAL DOUBLE OBSTRUCTIO LIGHT BRACKET UNIT W/ DOUBLE OBSTRUCTIO LIGHT FIXTURES ("WESTINGHOUSE" ELECTRICA SUPPLY CO.: SALEM PHONE: 581-5523)
4	116 W. CLEAR TRAFFIC SIGNAL LAMPS
4	FLOOD LIGHTS: "WIDELITE" #SW-1000-B WRB-D ("L.R. KOROCH", PORTLAND: 227-1151) W/ "SYLVANIA" #M1000 BU-HOR LAMP (1000 W. CLEAR METAL HALIDE) (SYLVANIA, GENE TRIPLETT, EUGENE: 344-9241)
1	30 AMP., 2-POLE LIGHTING CONTACTOR W/ 120 V. COIL.
1	20 AMP., 2-POLE CIRCUIT BREAKER
2	NEMA 3R ENCLOSURE CABINET
1	STANDARD 105-285 PHOTO-CELL
2	ELECTRICAL JUNCTION BOX AT FLAG POLE BASE
220 ft.	3/4" INTERMEDIATE GRADE ELEC. RIGID STL. CONDUIT.
6 Ft	3/4" LIQUIDTIGHT FLEX. CONDUIT W/ END FITTINGS

Form 81-734-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 2

Bridge FREMONT BR. FLAG POLES County

Calculations by T.A.O Date 2-11-76 Bridge No.

SP*67746-734

QUANITY	DISCRIPTION
8	2½-2X¾" "BONNY FORGE" THREDOLET ("SAFFRON" SUPPLY, SALEM PHONE: 581-7501)
250 Ft.	2-#10 THW CONDUCTOR WIRE
110 Ft.	3-#14 TYPE SO NEOPRENE CORD (FROM POLE BASE TO POLE HIGHT)
4	¼"X 11"X11" (A-36 Stl.) FASTENING PLATE
4	2"Ø X 8" LONG STD. STL PIPE
MISC.	SEALS, DRAINS, CONDULETS ETC, ETC. (AS NEEDED)

#7276

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

January 30, 1976

Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:

Flags for Fremont Bridge

TO: Mr. Dave Moehring
Maintenance Engineer

NOTED
E. S. HUNTE

Attached are quotes from two flag suppliers for furnishing the U.S. flag and bicentennial flag to be placed atop the Fremont arch.

The flag suppliers recommend and we concur that three sets of flags should be purchased. The flags will have a short life if they are not removed and repaired when they begin to show wear.

The quote from Rose City Awning Company is best both in price and delivery time. Please proceed with purchase of the flags.

We are proceeding with the details for the flag poles, fastenings, and illumination. These details should be completed by February 6, 1976. The details will be furnished to you as soon as they are available.

Every effort should be made to hold the cost on this work to a minimum.

WJH/ag

Attach.

cc E. S. Hunter
Ed Hardt

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#7276

Coulter P.

NOTED
H. S. COULTER

LIVED
HWY ENGR
AUG 20 '76

August 19, 1976

Mr. R. W. Gaul, President
Adhesive Engineering Co.
1411 Industrial Road
San Carlos, CA 94070

Dear Mr. Gaul:

I have had the "pacing" of vehicle speeds done on the Fremont, Ross Island, and Sellwood Bridges as you have requested.

The following are the estimated 85th percentile speed of vehicular traffic on these bridges:

Sellwood Bridge — 38 MPH
Ross Island Bridge -- 43 MPH
Fremont Bridge -- 52 MPH

The posted speeds are as follows:

Sellwood Bridge — 35 MPH
Ross Island Bridge -- 40 MPH
Fremont Bridge -- 50 MPH

The 85th percentile speed is that speed normally used to determine the closest five mile posting of the designated speed for a section of roadway. The 85th percentile speed indicates that 85 percent of the vehicles are traveling below and 15 percent above that speed. An average speed is generally three to five miles lower than the 85th percentile speed.

It is hoped that this information will be helpful to you.

Very truly yours,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

RWF/gw

#7276

F

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

Mr. R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Dear Mr. Gaul:

Your July 9 letter asked if it would be possible to determine the speed of vehicles crossing the Fremont, Sellwood and Ross Island Bridges during the winter months. This information would be used as part of the evaluation of the wearing surface of those bridges.

It would be a simple matter to determine the vehicle speed on the Fremont Bridge using a radar meter mounted in a vehicle parked on the shoulder of the bridge. Unfortunately, since the Ross Island and Sellwood Bridges do not have shoulders, the only way to measure vehicle speed would be to hand carry the radar equipment, including a storage battery, onto the bridge sidewalks. This would be a difficult and time consuming process, and the results would be questionable due to the exposure of the radar equipment to the vehicle operator.

As an alternative, it would be possible to run vehicles over the three bridges "pacing" the other vehicles on the bridge. This would not be an accurate way of determining vehicle speed, but would probably suffice for your purposes, inasmuchas we are not aware of any significant differences in vehicle speeds in the winter time versus the rest of the year. If you are interested in this "pacing" speed measuring, please let me know and we can undertake it on a routine basis over the next several months.

Very truly yours,

Edward L. Hardt
Regional Engineer

RECEIVED
STATE HWY ENGR
JUL 28 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ELH/lms
bc: H. S. Coulter
Walt Hart
John Jenkins
John Howard

Form 81-734-3122

ADHESIVE
ENGINEERING
COMPANY

OS RE RME RCE FAE
TE RECEIVED RSM
UE JUL 12 1976 RSC
SO REGION 1 RBI
ENV LOC

July 9, 1976

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
Region 1
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

I have just received the report of the latest straight edge measurements of wear on the Fremont, Ross Island, and Sellwood Bridges. I notice that in John Howard's report he does not view the work we did last fall on lane 1 as being very worthwhile. I think that we would agree that any sealer that was on the surface will only protect the bridge until it wears off.

Our interest is not what is on the surface but what has penetrated onto the pavement. The effectiveness of such a penetrating sealer could only be determined by relative wear measurements. We therefore would like to install other small test sections for your approval near the end of July. I will be calling you within the next few days to discuss this possibility.

I would also like to explore the possibility of somehow determining the speed of vehicles crossing the Fremont Bridge as compared to the Sellwood and Ross Island Bridges during the winter months.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

R. W. Gaul cc

R. W. Gaul
President

RWG/cc

cc: R. McKinney
K. Crook

1411 INDUSTRIAL RD.
SAN CARLOS
CALIFORNIA 94070
(415) 592-7900
TELEX 34-8459

A MEMBER
OF THE
JEFFERSON
CORPORATION
FAMILY

#7276

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 1, 1976

Mr. Robert W. Gaul
President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

copies in
Mr. 14-1-1
Sellwood +
Ross Br.

Dear Mr. Gaul:

John Howard has recently completed the winter deck wear measurements on the Fremont, Ross Island, and Sellwood Bridges in Portland. I have attached a copy of his June 17 report on these readings, together with the readings themselves for your information. I have not as yet received a report on our shadow box readings from our Research Section and I will transmit that information to you when it is available.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

Attachment

ELH/cr
bc H. S. Coulter w/attachment
Walt Hart
John Jenkins w/attachment
Gordon Beecroft "
John Howard

RECEIVED
STATE HWY ENGR
JUL 2 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-9122

OS RME RCE FAE
TE RECEIVED RSM
UE JUN 23 1976 RSC
SO REGION 1 RBI
ENV LOC

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
June 17, 1976

SUBJECT: Fremont Bridge Superstructure
Deck Wear Survey
Contract 7276

To: ~~Mr. Walt Hart~~
~~Bridge Design Engineer~~

Enclosed are the results of our deck wear survey taken last month on the Fremont, Ross Island, and Sellwood bridges. Included for each bridge is one sheet showing the total wear, a second sheet showing the wear for the six month winter period just ended and a third sheet giving the wear for the last twelve months. This twelve month period ends the first year of the two year warranty on the Fremont deck. As before, the dimensions given on the total wear sheet are the measured distance from a ten foot straightedge to the low point in the wheel rut.

We have the latest information added to the summary sheet which gives comparable wear figures for the three bridges and is based on an average daily total of 10,000 vehicles. From this it appears the Fremont wear rate for the six month winter period is more than double the other two bridges. However, when it is figured for the twelve month period it is only slightly higher than the other two. All three show approximately 1/8 inch rutting per year with the 10,000 daily vehicle count.

As we have said before these figures are useful only for comparison and the total wear sheet should be studied to determine the condition of the deck. To aid this areas showing 3/8 inches or more wear have been highlighted. You will note the east half of lane 3 and the west half of lane 2 have the heavy wear and lanes 1 and 4, the wear is relatively light throughout. The maximum wear is 5/[illegible] inches. This means in another 2½ years areas of the top lift will be worn through and repairs to the surface are distinct possibility.

A visual inspection showed no significant change in the surface appearance from the previous report. The area sealed with an epoxy sealer by Adhesive Engineering last fall (lane 1, pp 46-48) we estimate is 70% gone and does not look like a worthwhile corrective measure.

In making an appraisal of the three decks from the data collected and their physical appearance we would rate the Sellwood deck as the better of the three. The Fremont and Ross Island decks are about equal. It is disturbing to see the relatively heavy on localized areas of the Fremont deck and the probable short life expectancy. At this time the deck is serviceable and we do not have any recommendation for corrective work.

J. D. Howard
John D. Howard
Resident Engineer

JDH:tla

cc: E. L. Hardt

Form E-186

Job No. 7276

Sheet 1 of 13 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comparison

Made by SH, 19...... Checked by ...., 19...... Backchecked by ...., 19......

SUMMARY - DECK WEAR

FREMONT BRIDGE			Ross Island Br.			Sellwood Bridge		
Date	Wear 6 mo.	Wear 12 mo.	Date	Wear 6 mo.	Wear 12 mo.	Date	Wear 6 mo.	Wear 12 mo.
Open to Traffic 11-19-73			3/27/73 Mult. Co.			10/73 Mult Co.		
	0.2629				0.0535		0.0507	
7/24/74	- - - - - -	0.259	4/5/74 Mult. Co.	- - - - -	- - - - -	5/74 Mult. Co.	- - - - - -	- - - - - -
	0.04167							
12/4/74	- - - - - -	- - - - - -			0.1088			0.0652
	0.0645							
4/30/75	- - - - -	0.1020	4/29/75	- - - - -	- - - - -	4/27/75	- - - - - -	- - - - - -
	0.0752			0.1151			0.0894	
11/12/75	- - - - -	0.1512	11/13/75	- - - - -	0.1355	11/16/75	- - - - -	0.1255
	0.1144			0.0380			0.0544	
5/18/76	- - - - -	- - - - -	5/25/76	- - - - -	- - - - -	5/23/76	- - - - -	- - - - - -

4-29-75 & 4-27-75 is initial State survey on R.I & Sellwood.

Wear = $\frac{\text{Inches for the period shown}}{(10{,}000\ \text{ADT})(\text{Wheel Track})}$

Wear is based on differences from previous survey & minus values are ignored.

Form E-100—[illegible]
SP*[illegible]

Job No. 7276
Sheet 2 of 13 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont-Ross I - Sellwood Deck Wear Survey
Made by JH 19...... Checked by .... 19...... Backchecked by .... 19......

Location: Fremont Bridge

Period: 6 MONTHS (WINTER) 11/12/75 to 5/18/76

			mils
Wear -	Lane	1	32
		2	73
		3	55
		4	61
			221

Ave Wear/Sta $= \frac{221}{(16)(49)(4)}$

$= 0.0705$ inches

(This is the average wear for each location measured)

Traffic Count -

Nov '75 ADT	24,068
Dec "	23,855
Jan '76 "	23,748
Feb " "	24,419
Mar " "	25,560
Apr " "	26,321

Ave $\frac{\text{ADT}}{\text{4 Lanes}}$ = 24,662

Ave $\frac{\text{ADT}}{\text{Lane}}$ = 6,165

Wear/10,000 ADT/Lane
Winter months 11/12/75 to 5/18/75 $= \frac{0.0705}{0.6165}$ = 0.1144 inches

Period: 12 MONTHS 4/30/75 to 5/18/76

Wear -	Lane	1	38
		2	119
		3	80
		4	54
			291

Ave Wear/Sta $= \frac{291}{(16)(49)(4)}$

$= 0.0928$ inches

Ave Traffic/Lane $= \frac{24,421 + 24,662}{(2)(4)}$ = 6135

Wear/10,000 ADT/Lane $= \frac{0.0928}{0.6135}$ = 0.1513 inches

Form F-10[illegible]
[illegible]

Job No. 7276
Sheet 3 of 13 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Bridge Deck Wear Sur

Made by JH, 19...... Checked by ...., 19...... Backchecked by ...., 19......

Location: Sellwood Bridge

Period: 6 MONTHS (WINTER) 11/16/75 to 5/23/76

Wear -
16's
Lane 1 26
2 48
74

Ave wear/sta $= \frac{74}{(16)(70)}$ = 0.0661 inches

Traffic count -
Aug '75 ADT 23850
May '76 " 24,750

Ave ADT/Lane = 12150

Wear/10,000 ADT/Lane $= \frac{0.0661}{1.2150}$ = **0.0544 inche**

Period: 12 MONTHS 11/16/75 to 5/23/76

Wear - Lane 1 76
2 85
161

Ave wear/sta $= \frac{161}{(16)(66)}$ = 0.1525 inches

Traffic count - Use 12,150/lane

wear/10,000 ADT/Lane $= \frac{0.1525}{1.2150}$ = **0.1255 inche**

Form E-106—1006—11-64
SP*6370-734

Job No. ....
Sheet 4 of 13 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I - Sellwood Deck Wear Survey

Made by JH, 19...... Checked by ...., 19...... Backchecked by ...., 19......

Location: Ross Island

Period: 6 MONTHS (WINTER) 11/13/75 to 5/25/76

Wear - Lane		
	1	20
	2	34
	3	18
	4	23
		95

$$\text{Ave. Wear/Sta} = \frac{95}{(16)(129)}$$

= 0.0460 inches

Traffic Count -
Feb '75 ADT 47,270
Aug '75 - 49,680

$$\text{Ave} \frac{\text{ADT}}{\text{Lane}} = 12,118$$

Ave ADT/4 Lanes = 48,474

$$\text{Wear/10,000 ADT/lane} = \frac{0.0460}{1.2118} = \underline{0.0380 \text{ inches}}$$

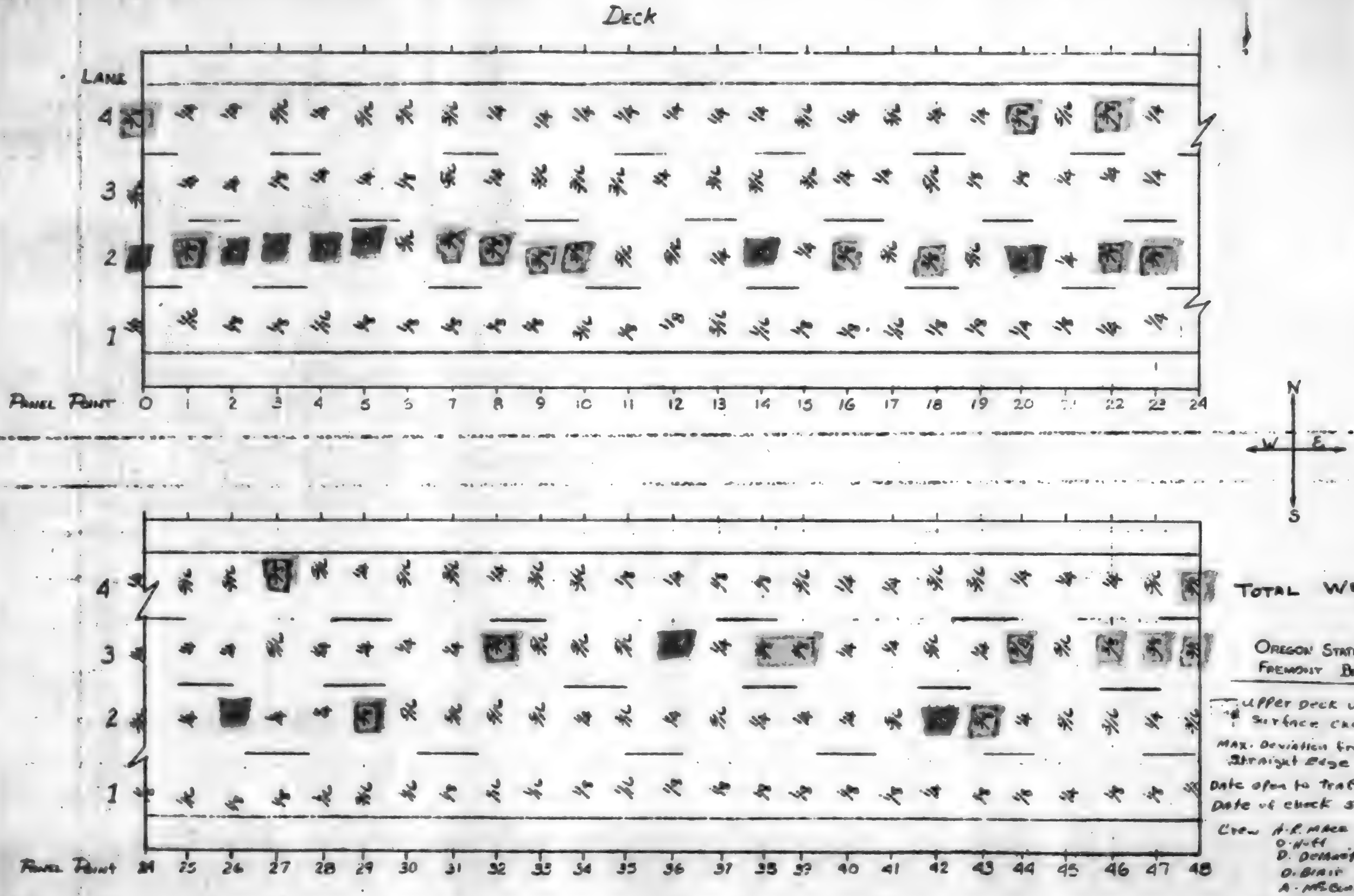
Period: 12 MONTHS 4/29/75 to 5/25/76

Wear - Lane		
	1	120
	2	86
	3	43
	4	90
		339

$$\text{Ave wear/sta} = \frac{339}{(16)(129)} = 0.1642 \text{ inches}$$

Ave Traffic/Lane = 12,118

$$\text{Wear/10,000 ADT/lane} = \frac{0.1642}{1.2118} = \underline{0.1355 \text{ inches}}$$


DECK
LANE
4
3
2
1
PANEL POINT
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
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PANEL POINT
24
25
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29
30
31
32
33
34
35
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41
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43
44
45
46
47
48

TOTAL WEAR

OREGON STATE HIWAY
FREMONT BRIDGE

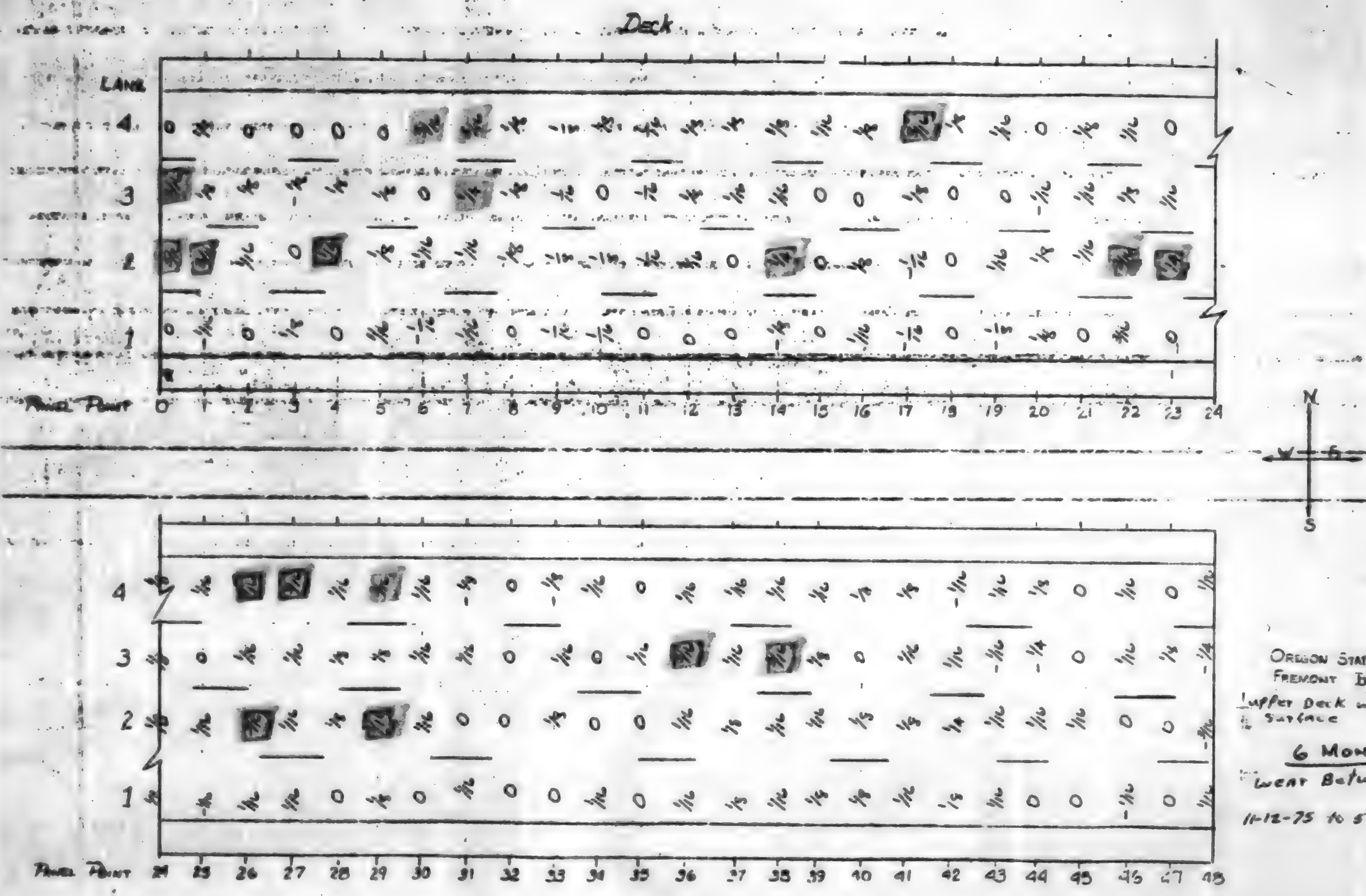
Upper Deck wearing
Surface Check

Max. Deviation from a 10'
Straight Edge

Date open to traffic 11-15-73
Date of check 5-18-76

Crew A.R. Mace
O. Nutt
D. DeMarif
O. Blair
A. McConnell

SH 5 of 13


Deck
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Panel Point
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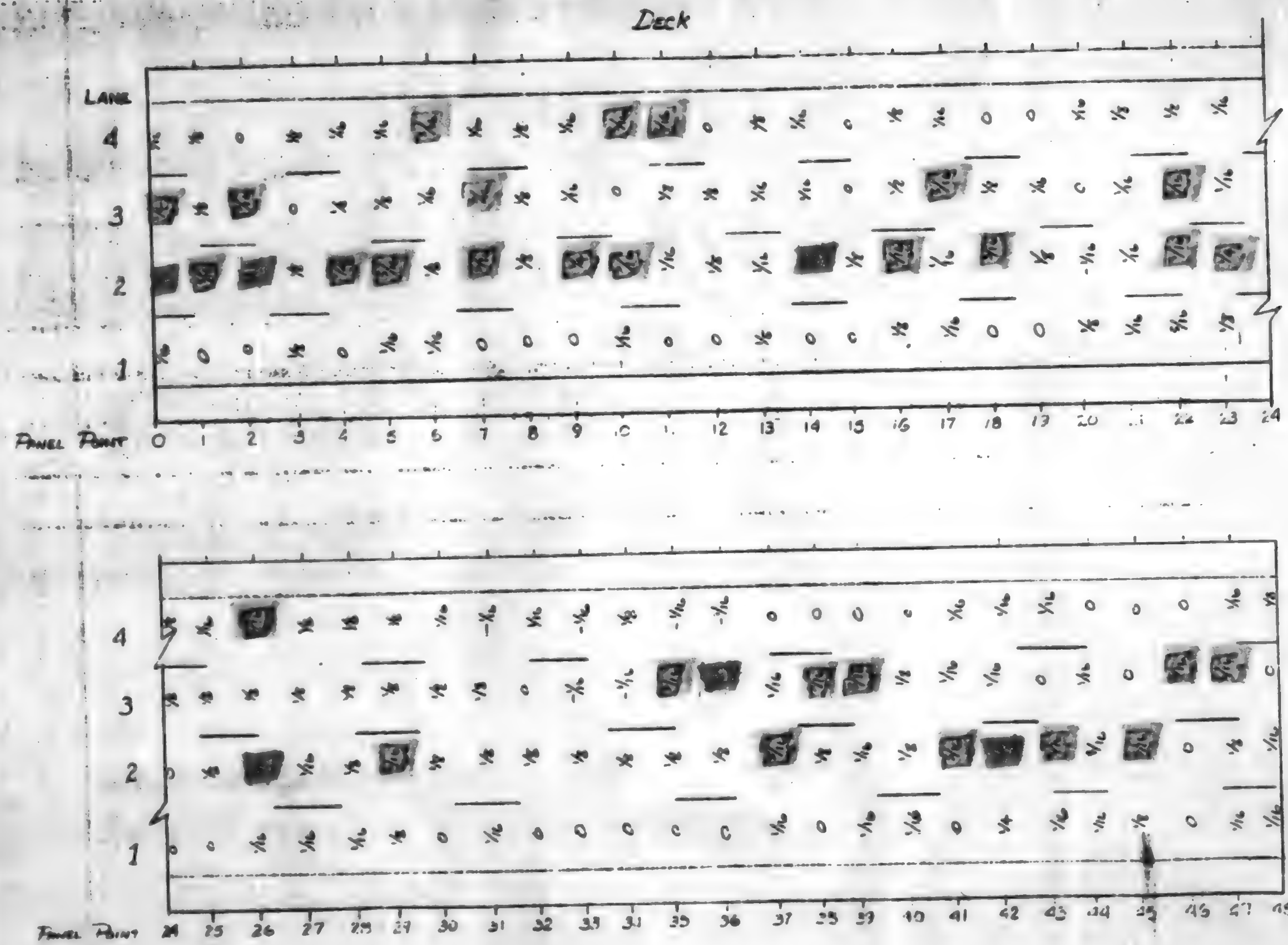
Oregon State Hiway
Fremont Bridge
Upper Deck wearing surface

6 Months

Wear Between

11-12-75 to 5-18-76

Sh 6 of 13

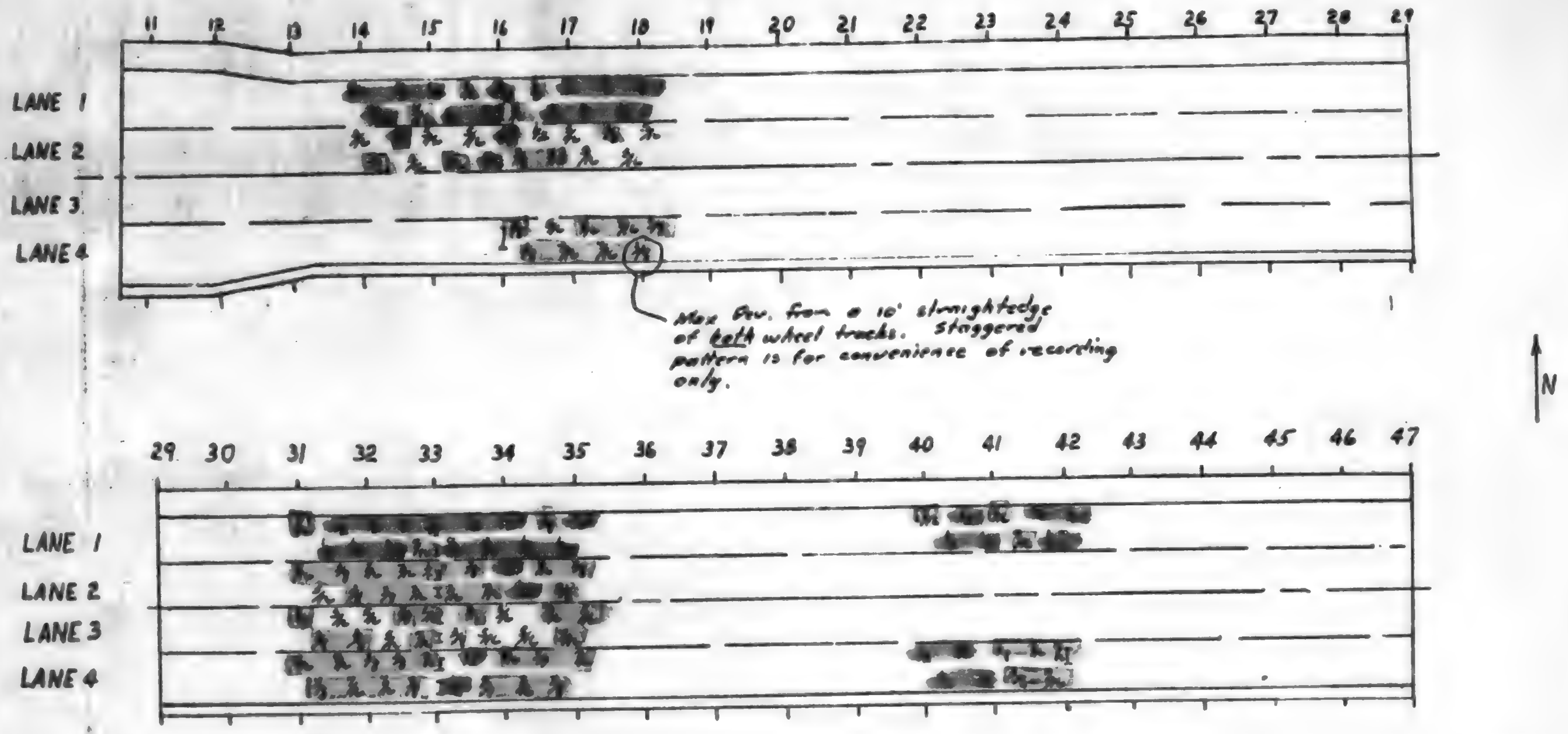

Deck
Lane
4
3
2
1
Panel Point
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Panel Point
24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48

Oregon State Hiway
Fremont Bridge

12 MONTHS

Wear Between
4/30/75 & 5/18/76

Sh 7 of 13


11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29
LANE 1
LANE 2
LANE 3
LANE 4
N
29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47
LANE 1
LANE 2
LANE 3
LANE 4

Max Dev. from a 10' straightedge of both wheel tracks. Staggered pattern is for convenience of recording only.

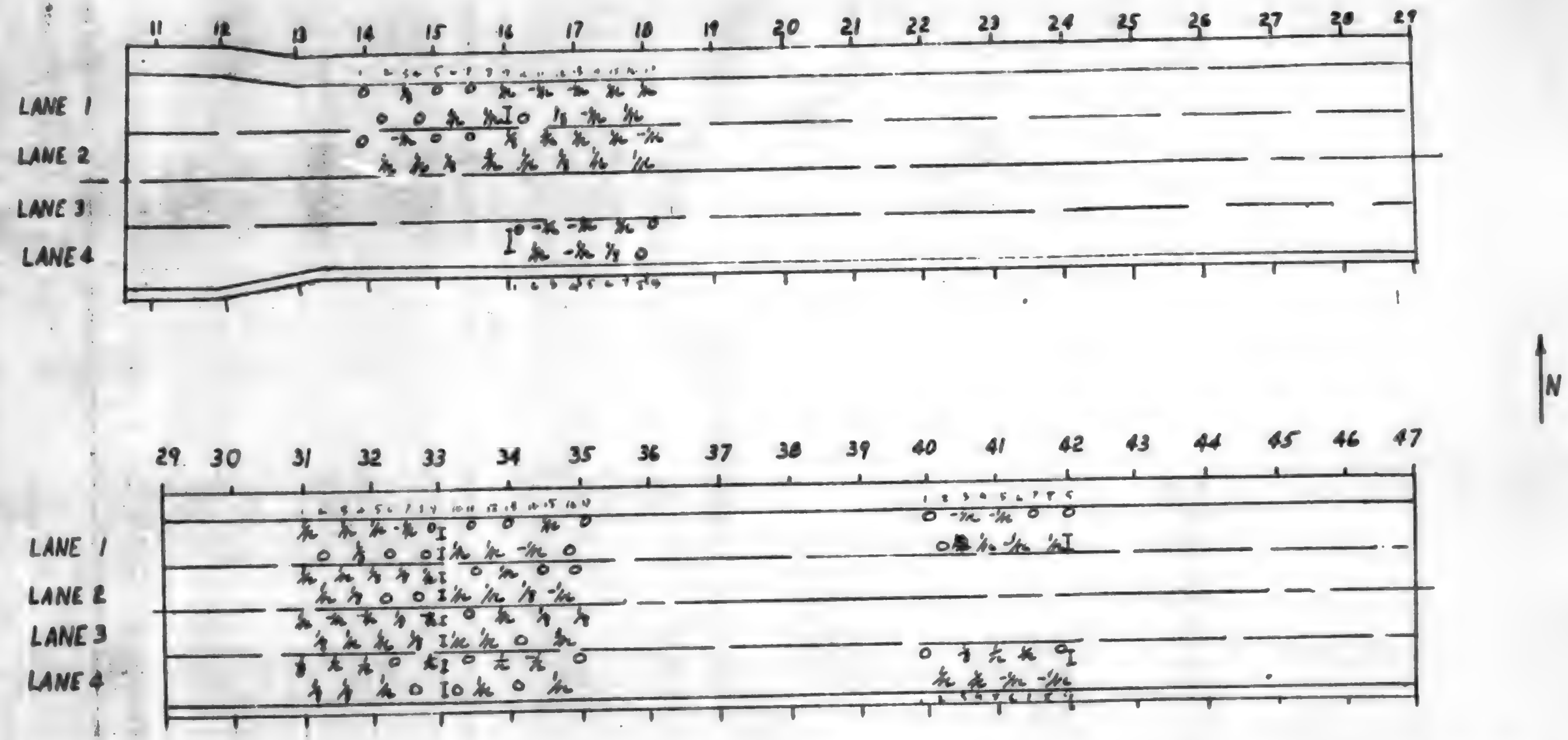
I Photographed Test Sections

TOTAL WEAR

ROSS ISLAND BRIDGE
Wearing Surface Survey 5-25-96
Max. Deviation from 10' Straight Edge

H.R. MACE
G.L. [illegible]
D.R. Delaney
D.D. Blair

SH 8 of 13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LANE 1
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LANE 4
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32
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34
35
36
37
38
39
40
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42
43
44
45
46
47
LANE 1
LANE 2
LANE 3
LANE 4

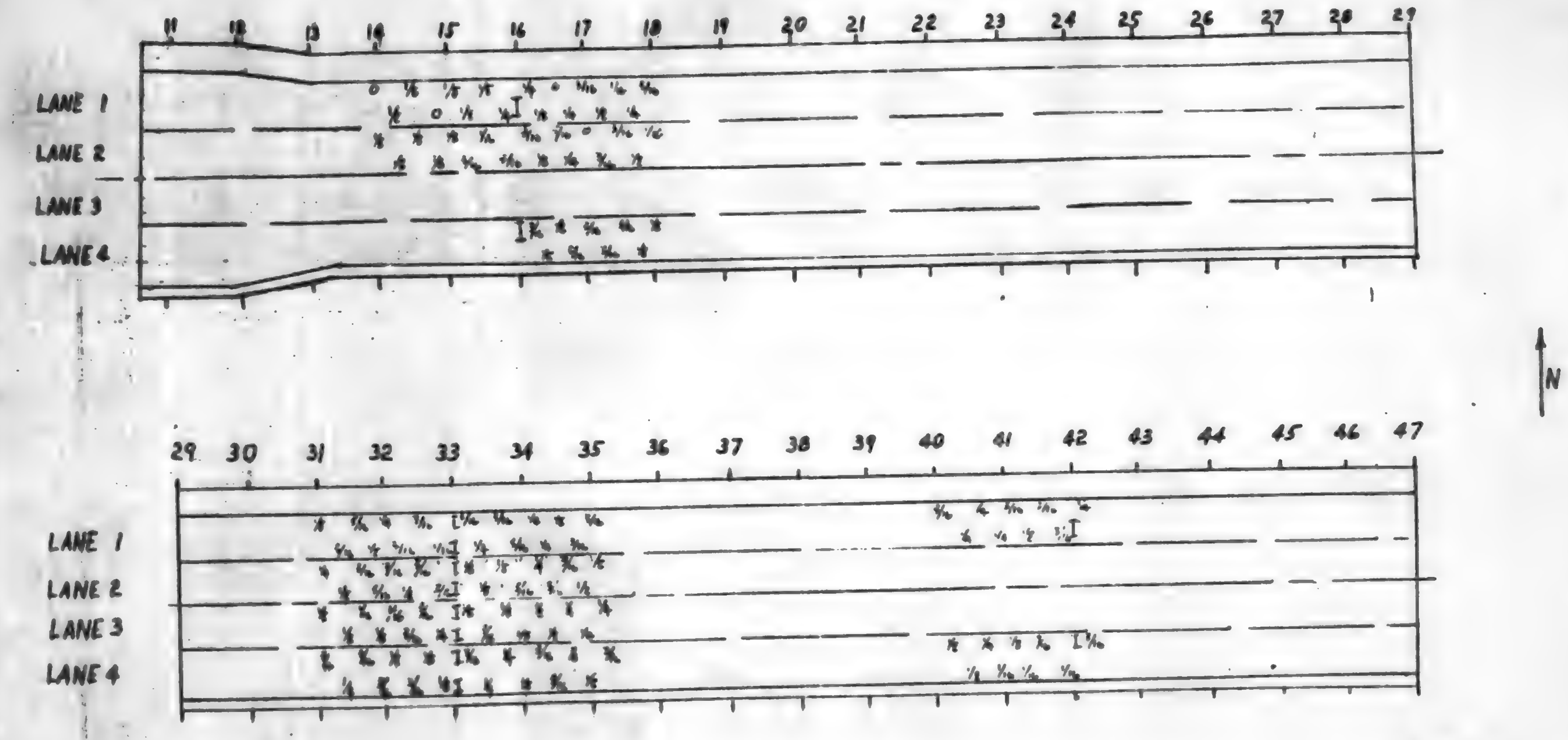
I Photographed Test sections

6 Months

ROSS ISLAND BRIDGE
Deck Wearing Surface Check

WEAR Between 11-13-75 & 5-25-76

Sh 9 of 13


LANE 1
LANE 2
LANE 3
LANE 4
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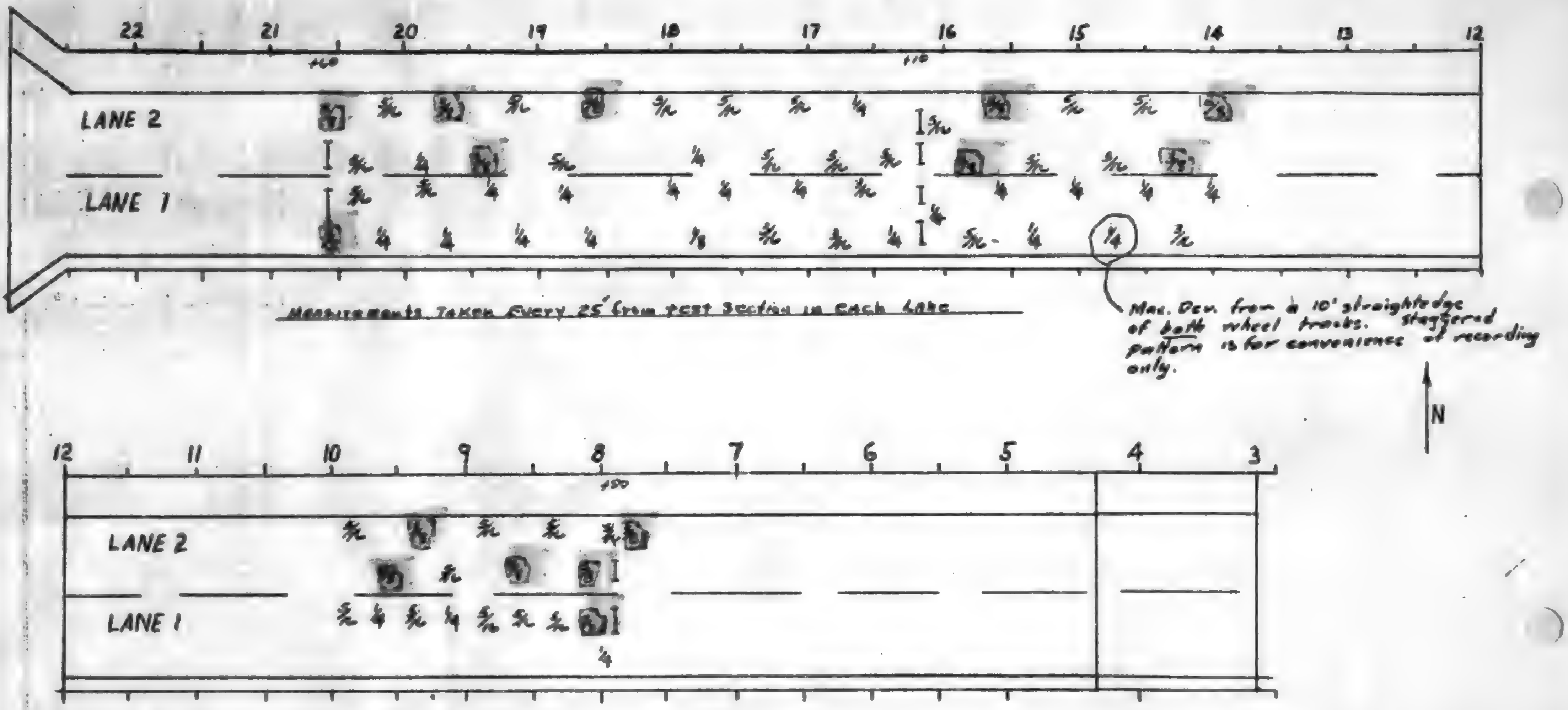
12 MONTHS

ROSS ISLAND BRIDGE

wear Between
4/29/75 & 5/25/76
Sh 10 of 13


22
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19
18
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15
14
13
12
140
110
LANE 2
LANE 1
N
12
11
10
9
8
7
6
5
4
3
150
LANE 2
LANE 1

Measurements taken every 25' from test section in each lane

Max. Dev. from a 10' straightedge of both wheel tracks. Staggered pattern is for convenience of recording only.

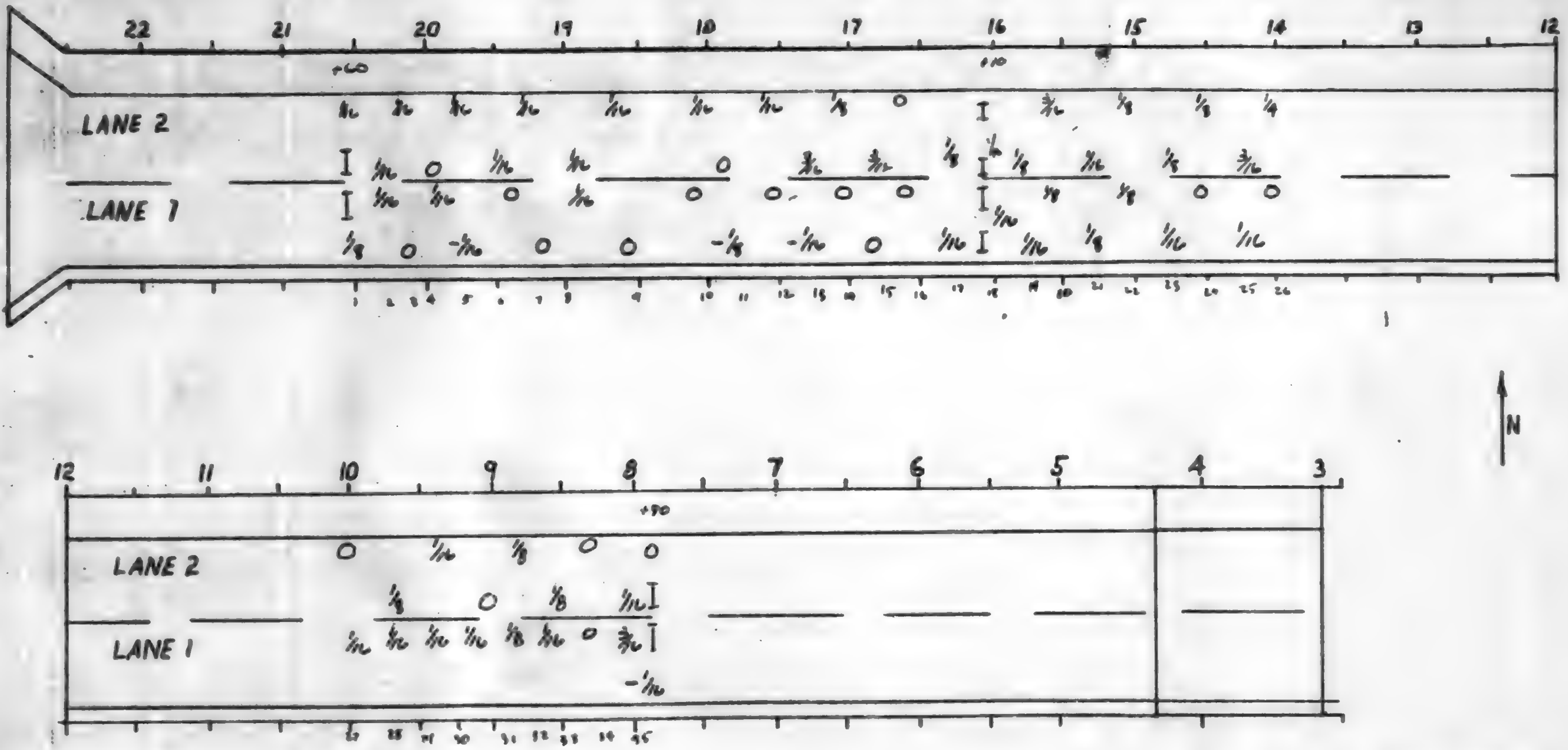
I Photographed Test sections

TOTAL WEAR.

SELLWOOD BRIDGE

Wearing Surface Survey 5-23-76

MAX. Deviation from 10' Straight Edge
W.R. Mace
O.L. McFe
D.P. Delaney
SH 12 of 13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19
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16
15
14
13
12
+60
+10
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LANE 1

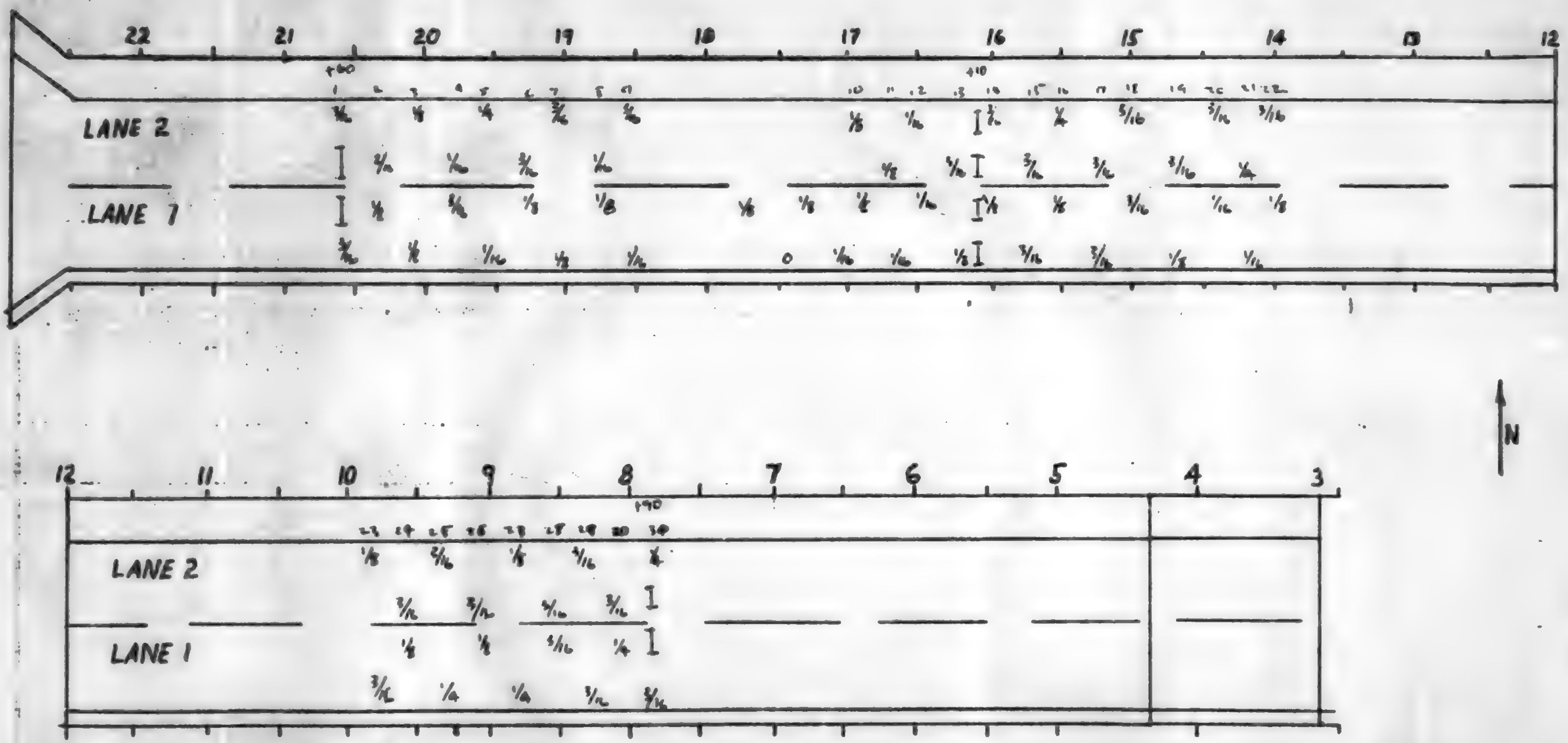
6 MONTHS

SELLWOOD BRIDGE

Deck Wear Surface Check

Wear Between 11-26-75 & 5-25-76

Sh 12 of 13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LANE 1

12 MONTHS

SELLWOOD BRIDGE

Wear Between

4/27/75 to 5/25/76

Sh 13 of 13

#7276 2-18-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -405-8(17)303

STATE PROJECT NO. Fremont Br. Superstructure

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-581

COUNTY NAME Multonomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '76
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-9-75

FEDERAL ROUTE NUMBER Interstate Route 405

STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Install spacers at 22 new locations and replace existing aluminum clad cable spacers at 18 locations.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Hart's letter of 9-15-75 and Mr. Keasey's letter of 1-23-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 25 in the estimated amount of $17,000 - Federal Funds $15,600.

DATE 2-18-76

SIGNATURE OF APPROVING OFFICIAL District Engineer

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Construction Engineer

7-376

B

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Salem, OR 97310
January 22, 1976

NOTED
E. S. HUNTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
FOR
Info | Inv | R/D | D/R | Sign | Act | File

1102-5

FROM: J. B. Boyd, Right of Way Engineer
State Highway Division

SUBJECT: Oregon Project I-405-8(4)
Fremont Bridge Section
Union Pacific Railroad
File No. 36087 (L-6682)

The problems which you brought to our attention in your December 10, 1975 letter were discussed during our recent review. I have replied to the problem of deposit on this review report written to you and believe that the railroad negotiations are uncommon.

They require judgment and there is no way possible to deposit money into court until the actual decision to file condemnation is made. Interest payments such as this, in my opinion, are part of the overall decision that is made during these negotiations by administration or whoever to accomplish the job.

I believe in general that they should be participating but due to your program manual and your regulations, decisions will have to be made based on the circumstances that we work under.

RECEIVED
JAN 23 1976
Office of
Assistant State Highway Engineer

JBB:ha
cc R. L. Schroeder
cc Jack Sollis
cc Neil Flanagan

NOTED
R. L. SCHROEDER

F. B. Klaboe
L. W. Rulien

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 10, 1975

In reply refer to:

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
Union Pacific Railroad, File No. 36087 (L-6682)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Assistant Attorney General Jack L. Sollis' letter, dated May 20, 1975, provided additional information concerning the question of whether or not Federal funds would participate in $31,825 relative to depositing monies into court for use of the railroad. The matter has been reviewed and Federal funds will participate in our pro-rata share of the $31,825.

We are concerned about the State's procedures relative to depositing into court for the benefit of the owner, an amount not less than the State's approved appraisal of the fair market value of such property. This is a requirement of Title III of Public Law 91-646. In addition Federal participation is limited in those cases where the State does not follow the deposit procedures set forth in paragraph 5-J of Federal-aid Highway Program Manual, Volume 7, Chapter 1, Section 3.

The problem of inadequate deposit, late deposit, or failure to deposit, has been a factor in complicating Federal participation in the subject file, the Portland Traction Company file, and most recently the Southern Pacific file at Mapleton. While depositing may involve legal matters, under Federal-aid procedures it is a responsibility of the State Highway Division to make proper deposit in order to ensure full Federal participation.

✓ We request your review of this matter and would appreciate discussing the matter at the time we have a meeting covering the Right of Way Management Review which was forwarded to you on October 30, 1975.

G L Green
G. L. Green

RECEIVED
STATE HWY ENGR
DEC 11 '75
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

cy Review

RECEIVED
DEC 12 1975
Office of
Assistant State Highway Engineer

cc
OSHD (Boyd)
OSHD (Mitchell)
OSHD (Sollis)

NOTED
R. L. SCHROEDER

#7276

β

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
H. S. COULTER

January 13, 1976

Mr. Bob Gaul
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Mr. Gaul:

I recently sent you a copy of John Howard's data on straight edge wear testing on the Fremont, Ross Island, and Sellwood Bridges in Portland. John has produced an addendum to that data and you will find it enclosed along with John's January 9 letter which explains this material.

copies in
mai 14-1-1
Sellwood Br.
+ Ross

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

Attachments

ELH/cr
~~bc~~ H. S. Coulter w/attachments
Gordon Beecroft "
John Jenkins "
Walt Hart
John Howard

RECEIVED
JAN 14 1976
Office of
Assistant State Highway Engineer

Form 81-734-3122

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 9, 1976

SUBJECT: Fremont Bridge Deck Wear
Contract 7276

To: Walt Hart
Bridge Design Engineer

I have had several questions on the deck wear data sent Dec. 19,'75. To answer these, sheets 2 through 4 have been revised and the following additional explanation is given.

There seems to be some confusion on the values given on the summary sheet (sheet 1) of the data previously sent. For the Fremont we show a wear rate of 0.0752 inches for the period 4/30 to 11/12/75. This value represents the inches wear that would occur in the wheel tracks of one lane that has a traffic count of 10,000 ADT for the given period. It should not be confused with the actual wear. In the case of the Fremont the ADT is approximately 6,000 so the 0.0752 inches is almost double the actual wear that has occured. The values on the summary sheet are usefull only as a comparison of the wearing quality of the three decks. The latest 6 month period shows the Fremont is slightly better than the Sellwood and a great deal better than the Ross Island in wear quality. If it would avoid confusion with the actual wear, this number could be expressed as an index.

I hope this will clarify the information sent previously. If there are any questions please give me a call.

J. D. Howard
John D. Howard
Resident Engineer

JDH:tla

cc: E. L. Hardt

ENCLOSURE

COE RME RCE FAE
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UE JAN 12 1976 RSC
SO REGION 1
ENV LOC

Job No. 7276

Sheet 2 of 11 Sheets

Revised

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comp.

Made by H. 1-9 1976 Checked by .... 19...... Backchecked by .... 19......

Location: Fremont Br.

Period: 4/30/75 to 11/12/75

Wear - 16ths

Lane	4	23
"	3	43
"	2	52
"	1	26
		144

Ave wear/station = $\frac{144}{(16)(49)(4)}$

= 0.0459 inches

(This is the average wear for each location measured)

Traffic Count -

May	ADT	24119
June	ADT	24921
July	"	23961
Aug	"	24337
Sept	"	24,479
Oct	"	24,709

$\frac{\text{Ave ADT}}{\text{4 lanes}}$ = 24421

$\frac{\text{Ave ADT}}{\text{lane}}$ = 6105

Wear/10,000 ADT/lane

Summer Months 4/30 to 11/12/75 = $\frac{0.0459}{0.6105}$ = 0.0752 inches

1 Yr Period: 12/4/74 to 11/12/75

Wear = (27 + 57 + 79 + 36)(1/16)(1/49)(1/4) = 0.0596 inches

Ave Traf/lane = $\frac{[illegible]}{(12)(4)}$ = 5375

Wear/10,000 ADT/lane = $\frac{0.0596}{0.5375}$ = 0.[illegible] inches

Job No. 7276

Sheet 3 of 11

OREGON STATE HIGHWAY DEPARTMENT

Revised

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comp.

Made by AH 1-9, 1976. Checked by ...., 19...... Backchecked by ...., 19......

Location: Ross Island

Period: 4/29/75 to 11/13/75

Wear - 163

Lane	1	115
	2	60
	3	26
	4	73
		274

Ave wear/station = $\frac{274}{(16)(129)}$ = 0.1328 inches

Traffic Count -

'74 ADT/4 lanes = 46 144

Ave ADT/lane = 46,144/4 = 11,536

Wear/10,000 ADT/lane = $\frac{0.1328}{1.1536}$ = 0.1151 inches

Job No. 72 76
Sheet 4 of 11 Sheets

OREGON STATE HIGHWAY DEPARTMENT Revised

Calculations for Fremont - Ross I - Sellwood Deck Wear Comp.
Made by H 1-9 1976. Checked by 19 Backchecked by 19

Location: Sellwood

Period: 4/27/75 to 11/16/75

Wear - 16's

Lane 2 49
" 1 59
108

Ave wear/station = $\frac{108}{(16)(70)}$ = 0.0964

Traffic Count -

'74 ADT/2 lanes = 21,569

Ave ADT/lane = 21,569/2 = 10,785

Wear/10,000 ADT/lane
4/27 to 11/16/75 = $\frac{0.0964}{1.0785}$ = 0.0894 in.

Job No. 7276
Sheet 4A of 11
Revised

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comp.

Made by H 1-9, 1976 Checked by .... 19...... Backchecked by .... 19......

Location: Fremont Br.

Period : 4/30/75 to 11/2/75

Wear -		16's		Est ADT/lane
Lane	4	23	16%	3907
	3	43	30%	7326
	2	52	36%	8792
	1	26	18%	4395
		144	100%	

Wear Rate/10,000 ADT/lane 3 $= \left(\frac{43}{(16)(49)}\right)\frac{1}{0.7326} = \underline{\underline{0.075 \text{ in}}}$

✓ ✓ /lane 2 $= \left(\frac{52}{(16)(49)}\right)\left(\frac{1}{0.8792}\right) = \underline{\underline{0.075 \text{ in}}}$

Note: All of the data on the deck wear is based on the assumption that wear is proportional to the traffic count. The deck wear summary gives the wear rate and is useful only as a comparison to the other two bridges. The rate, since traffic volume is considered, will be the same on all lanes and should not be confused with total wear.

7-72760

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 7, 1976

TO Ed Hardt
Regional Engineer

FROM Gordon
Gordon Beecroft
Research Engineer

SUBJECT Fremont Bridge Skid Measurements

Skid measurements were made December 18, 1975 on the epoxy-asphalt concrete of the upper deck of the Fremont Bridge and on the adjacent portland cement concrete approach spans. The measurements were made to aid in determining whether or not an epoxy seal should be permitted on the heavily traveled lanes. Runs were repeated on the trial section of epoxy seal in the left lane and on the untreated pavement adjacent to the trial section. The average skid numbers on both the seal and the control are higher than they had been in November. This may have resulted from changes made to the skid test apparatus during calibration in Arizona. In the previous measurements, and again in the new measurements the seal caused a 14% reduction in skid number. Also, skids were run at 40 mph on the untreated pavement on the left lane. The 40 mph value was 79% of the 25 mph value. Previous comparisons yielded 80% so this ratio remains consistent.

Tests were run in the right-center lane (lane 3) on the epoxy-asphalt concrete and on the portland cement concrete approaches at both 25 and 40 mph. At 25 mph the epoxy-asphalt concrete had an average skid number of 64.1 and the portland cement concrete approaches had 45.1 at this speed. At 40 mph the epoxy asphalt averaged 52.3 whereas the PCC averaged 34.9.

For easier comparison, the various measured skid numbers are tabulated below:

Skid Numbers
Fremont Bridge - Top Deck
Measured 12-18-75

Left Lane (Lane 1)

Epoxy Seal	Epoxy-Asphalt Control
$SN_{24.3} = 58.3$	$SN_{24.7} = 67.5$
	$SN_{40} = 53.1$

[illegible]

RECEIVED
JAN 9 1976
Office of
Assistant State Highway Engineer

Right-center Lane (Lane 3)

Epoxy-Asphalt Concrete	PCC Approach Spans
$SN_{25.8} = 64.1$	$SN_{25.9} = 45.1$
$SN_{40} = 52.3$	$SN_{40.5} = 34.9$

The skid numbers in the heavily traveled lane have increased a great deal from what we measured in November, 1974. At that time the 25 mph skid number averaged 50.8 as compared to the value of 64.1 found now. I assume this improvement is due primarily to the coating having been worn from the surface aggregate. However, a portion of the change may have been caused by the recent calibration.

Assuming the epoxy seal would cause a 14% reduction in skid number, as it did on the test strip, the value for the right-center lane would be reduced to $SN_{40} = 45.0$. This value should be adequate for safety and it is much higher than the existing portland cement concrete approaches.

GB:lt

cc: R. L. Schroeder
H. S. Coulter
James D. McClure
Walt Hart
John Howard
J. C. Jenkins

72776 1-5-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I 405-8(17)303

STATE PROJECT NO.: Fremont Bridge Superstructure

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-581

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO [illegible]
FOR

Info	Inves.	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	November 24, 1975	Interstate Route 405
		STATE ROUTE NUMBER: Primary Route 61

GENERAL LOCATION:

City of Portland

GENERAL DESCRIPTION OF WORK:

Install cleanouts throughout bridge drainage system.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of December 10, 1975 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 24 in the amount of $10,800 - Federal Funds $9,966.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/5/76	V C Burghardt Engineering Coordinator	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

1 3 /24/75 BB

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 24

Project Name Fremont Bridge Superstructure
Date November 24, 1975
Highway Stadium Freeway
Contract No. 7276
F. A. Project No. I-405-8(17)303
County Multnomah
Prefix 606-1013
Account No. 362

Description of Work To Be Done: Install cleanouts throughout bridge drainage system. This includes alteration to finger plates so debris can be removed from underneath and addition of cleanouts at a number of locations on the horizontal drain pipes attached to the girders. Work to be done by State forces.

Approve Effective Date of Force Order
Approval Recommended as of ~~10-1-75~~ 11/24/75

APPROVED EFFECTIVE DATE 11/24/75
Contingent upon modification of project agreement if additional funds are required.
BY C R Burghardt
TITLE Engineering Coordinator
DATE 1/9/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout project

Estimate of Quantities and Costs:

1. Install cleanouts	Labor	$4,300
	Equipment	2,000
	Materials	4,500
	TOTAL	$10,800

Explanation: Clean outs provided in the contract plans are inadequate for flushing drain lines. Contract work is complete and the contractor is not on the job site, so this work must be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $29,359,902.30
Present estimate of project cost, including $10,300 for work under this order $29,091,051.00
Expected under-run ~~over-run~~ (amount) $268,851.30
Expected under-run ~~over-run~~ (per cent) 0.90%

Space to right of this line is for use of Salem Office

Submitted by: J. D. Howard Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Office Engineer.
Construction

State Printing

7276

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CE [illegible] RMC
SO REGION 1 RBI
ENV LOC

NOTED
H. S. COULTER

ADHESIVE
ENGINEERING
COMPANY

January 2, 1976

Mr. Edward L. Hardt
Regional Engineer, Region 1
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

Thanks for sending the latest straight edge wear measurements from the Fremont Bridge which John Howard had conducted. It will be interesting to see how the latest shadow box readings compare with these.

In response to your letter of December 3 regarding the seal coat, we would be agreeable to applying another test section before any major area of the bridge deck would be treated. I would like to explore with you further what criteria should be used in determining the adequacy of the skid resistance of the deck. Although no firm commitments were made by any Oregon State Highway Division personnel, my impression of the tenor of the conversations was that the skid resistance must be maintained at the level above the minimum State Highway standards. From what I can recall, the skid resistance of the Fremont deck is relatively high and even a significant reduction could still result in a pavement that meets Highway standards.

We will have to watch the weather closely, but we would like to apply another seal coat test section as soon as we can.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

Bob Gaul

R. W. Gaul
President

RWG:sln

[illegible]

CC: Scott Coulter
Walt Hart
John Jenkins
Gordon Beecroft
John Howard

RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer

1411 INDUSTRIAL RD.
SAN CARLOS
CALIFORNIA 94070
(415) 592-7900
TELEX 34-8459

A MEMBER
OF THE
JEFFERSON
CORPORATION
FAMILY

7276

1

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
H. S. COULTER

December 30, 1975

Mr. Robert W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Sir:

As you requested, attached you will find a copy of our straight edge wear test data for the Fremont, Ross Island, and Sellwood bridges in Portland. I have also attached a copy of John Howard's letter explaining these readings for your information.

A couple of points which may help you understand this data:

(1) Although we have a traffic volume count for the Fremont, we do not have it broken down by individual lanes. Consequently, John Howard has not been able to calculate a wear rate per lane, but has instead calculated one for the entire bridge. I made a gross assumption looking on Sheet 2 of John's calculations that since the wear readings were approximately double in the inside lanes as compared to the outside lanes, that the traffic count is also approximately double in those lanes.

(2) You will note in the third paragraph of John's letter a comment regarding raveling of the pavement joints on the Fremont which John feels explains the negative wear readings on that bridge. The traffic patterns on the Sellwood and Ross Island bridges are such that there is considerably less lane changing on those structures (there is none on the Sellwood) as compared to the Fremont where there is considerable lane changing taking place.

The shadow box readings for these bridges have not been reduced as yet and I will forward that data to you when it is available. If you have

Copies:
MA1 14-1
Br. Decks

MA1 14-1-1
Ross IS.

MA1 14-1-1
Sellwood

RECEIVED
[illegible] 1975 K

Form 81-734-3122

any questions regarding John Howard's work, he would be happy to discuss it with you. John's phone number is 503-229-5996.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

Attachments

ELH/cr
bc H. S. Coulter w/attachments
Walt Hart
John Jenkins w/attachments
Gordon Beecroft w/attachments
John Howard
Jim McClure w/attachments

CE RE RME RCE TAE
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LE DEC 22 1975 RSC
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CTV LOC

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
December 19, 1975

SUBJECT: Fremont Bridge Deck Wear
Contract 7276

To: Walt Hart
Bridge Design Engineer

Enclosed is the latest deck wear survey of the Fremont, Ross Island and Sellwood bridges covering the summer period of May to November. There are two sheets for each structure; the first showing the depth of the wheel rut when checked with a ten foot straight edge and the second, the difference or wear for the six month period. For Fremont we have prepared a third sheet which gives the wear for the 12 month period.

The summary sheet shows the average wear for the three bridges with the traffic volume considered. The Fremont shows 0.075 inches or approximately 5/64 inches wear to be expected in a wheel rut if the lane had a traffic volume of 10,000 ADT. Corresponding values for the summer months on the Ross Island are 1/8 inches and the Sellwood, 3/32 inches. For the second year of service the Fremont deck wear is less than 1/8 inches or about one half of what occured the first year. It is interesting to note that the wear is what we would consider excessive for the summer period on all three decks. On the Fremont it is greater than the previous winter period and on the other two, greater than the previous year.

We made a visual inspection of the Fremont deck surface and from this have the following comments. The four traveled lanes have a worn, raveled surface with no noticeable difference in surface texture in the wheel ruts compared to the rest of the surface. The two center lanes carrying most of the traffic show more surface irregularities than the outside lanes. Likewise, the positive grade of the east approach appears rougher than the negative grade on the west end. From this it is not surprising the roughest area is lane 3 on the east end from the finger plate to the portal. There is definite raveling of the pavement joints at the lane lines and wear in this area we feel certain is the reason for the negative differences shown by the survey. You will note the Ross Island has no minus values and Selwood has relatively few.

We looked at the seal coat area recently applied by Adhesive Engineering. To us it looks good and we doubt that it would have a lower skid value than the original surface or the present surface in the shoulder area. However, it is hard to imagine it lasting more than one or two years with the end result of buying enough time for the contractor to get through the warranty period.

Once again the Fremont deck seems to compare favorably with the two County bridges. We did not see any signs of breakup, or shoving and the values given on the survey sheets are a reasonable measurement of the rutting that has occured. We noted one small area(approximately 1.5 ft in dia.) at panel point 26, lane 2 that might be the beginning of a pothole. Based on the wear measurements plus no apparent problems we have no recommendations for corrective work at this time. The next survey is planned for the last week in April.

J. D. Howard
John D. Howard
Resident Engineer

JDH:tla

cc: E.L. Hardt ✓

Ed -
Enclosed is an extra set of the data for Bob Gaul.
H.

Form F 106-1031-11-64
SP°6370-7-51

Job No. 7276
Sheet 1 of 11 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comparison

Made by J. H. 12.17, 1975 Checked by ...., 19...... Backchecked by ...., 19......

SUMMARY - DECK WEAR

FREMONT BRIDGE			Ross Island Br.			Sellwood Bridge		
Date	Wear 6 mo.	Wear 12 mo.	Date	Wear 6 mo.	Wear 12 mo.	Date	Wear 6 mo.	Wear 12 mo.
Open to Traffic 11-15-73			3/27/73 Mult. Co.			10/73 Mult Co.		
	0.2629				0.0535		0.0507	
7/24/74	- - - - - -	0.259	4/5/74 Mult. Co.	- - - -	- - - -	5/74 Mult. Co.	- - - - -	- - - - -
	0.04167							
12/4/74	- - - - -	- - - - -			0.1088			0.0652
	0.0645							
4/30/75	- - - - -	0.1020	4/29/75	- - - -	- - - -	4/27/75	- - - - -	- - - - -
	0.0752			0.1151			0.0894	
11/12/75	- - - - -	- - - - -	11/13/75	- - - -		11/16/75	- - - - -	

4-29-75 & 4-27-75 is initial State survey on R.I & Sellwood.

Wear = $\frac{\text{Inches for the period shown}}{(10.000\ \text{ADT})(\text{Wheel Track})}$ Wear is based on differences from

Form E-106 -10M -11-64
SP*6370-754

Job No. 7276

Sheet 2 of 11 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I - Sellwood Deck Wear Comp.

Made by JH 12-3, 1975 Checked by ...., 19...... Backchecked by ...., 19......

Location: Fremont Br.

Period: 4/30/75 to 11/12/75

Wear -

		16's
Lane	4	23
	3	43
	2	52
	1	26

$(144)(1/16)(1/49) = 0.1837$ in/4 lanes

Traffic Count -

May ADT	24119
June -	24921
July -	23961
Aug -	24337
Sept -	24479
Oct -	24709

Ave ADT = 24421

$\frac{\text{Wear}}{10{,}000 \text{ ADT}}$ 4/30 to 11/12/75 (Summer Months) $= \frac{0.1837}{2.4421} = 0.0752$ in.

Period: 12/4/74 to 11/12/75

Wear $= (27+57+79+30)(1/16)(1/49) = 0.2385$

Traffic = Ave 22341 + 24421 = 23381

$\frac{\text{Wear}}{10{,}000 \text{ ADT}} = \frac{0.2385}{2.3381} = 0.1020$

Form F-106-10.1--11-64
SP*63:0-734

Job No. 7276
Sheet 3 of 11 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comp.

Made by H 12-15 1975 Checked by ...., 19...... Backchecked by ...., 19......

Location: Ross Island

Period : 4/29/75 to 11/13/75

Wear

		16's
Lane	1	115
	2	60
	3	26
	4	73

$(274)(1/16)(1/129) = 0.1328$

Traffic Count

'74 ADT = 46,144 = 11,536 ave/lane

$\frac{\text{Wear}}{10{,}000 \text{ ADT}}$ 4/29 to 11/13 $= \frac{0.1328}{1.1536} = 0.1151$ in

Form E-106 -1648 -11-64
SP*6370-734

Job No. 7276

Sheet 4 of 11 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comp.

Made by WL 12-15, 1975 Checked by ...., 19.... Backchecked by ...., 19....

Location: Sellwood

Period: 4/27/75 to 11/16/75

Wear			16's
	Lane	2	49
	"	1	59

$(108)(1/16)(1/70) = 0.0964$

Traffic Count

'74 ADT = 21,569 = 10,785/lane

$\frac{\text{Wear}}{\text{10,000 ADT}}$ 4/27 to 11/16/75 $= \frac{0.0964}{1.0785} = 0.0894$ in.

Form F-106 -16af -11-44
SP*6370-734

Job No. 7276
Sheet 4 of 11 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Fremont - Ross I. - Sellwood Deck Wear Comp.

Made by 12-15, 1975 Checked by ...., 19.... Backchecked by ...., 19....

Location: Sellwood

Period: 4/27/75 to 11/16/75

Wear

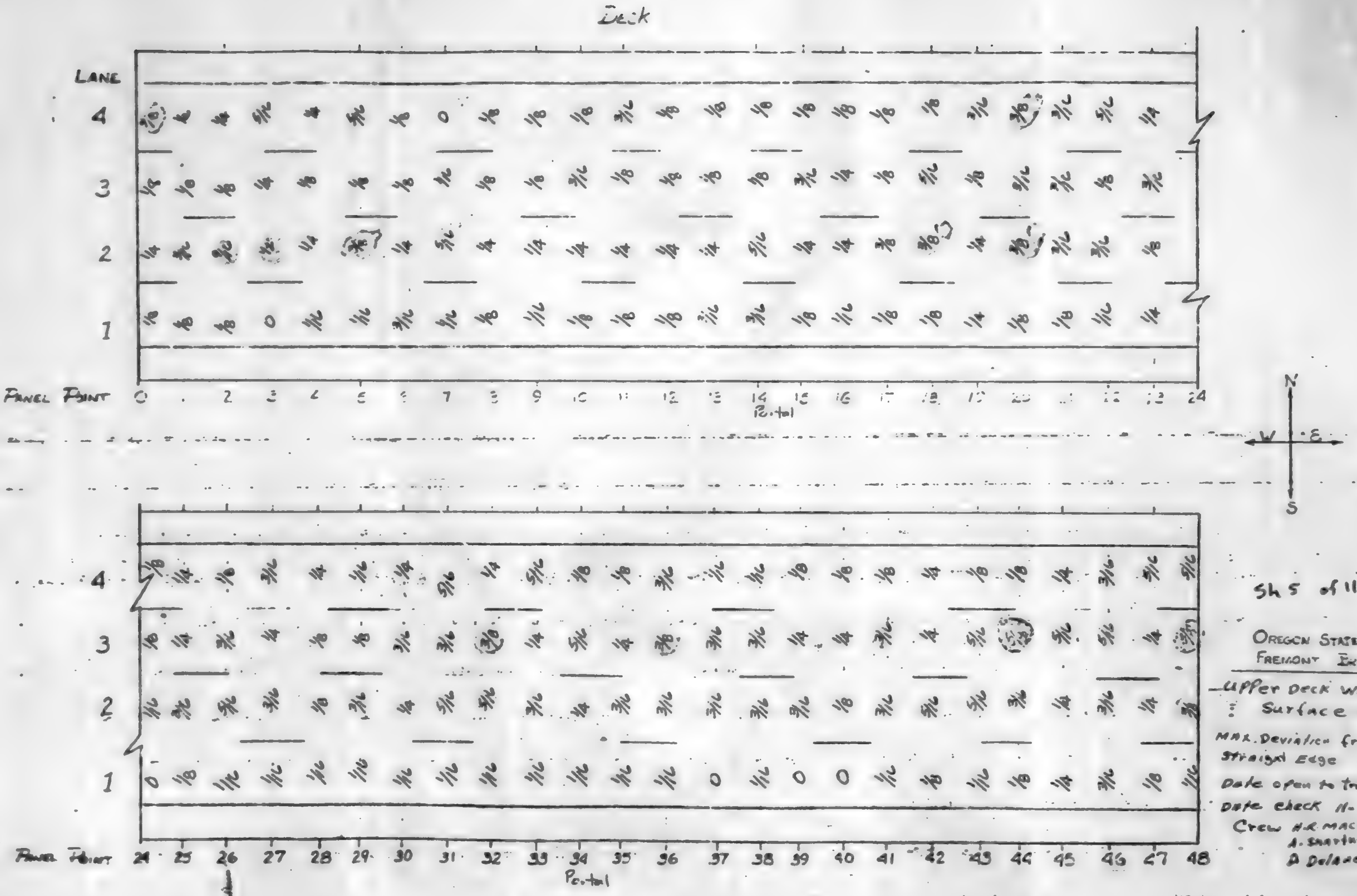
		16's
Lane	2	49
"	1	59

(108)(1/16)(1/70) = 0.0964

Traffic Count

'74 ADT = 21,569 = 10,785/lane

$\frac{\text{Wear}}{10{,}000\text{ ADT}}$ 4/27 to 11/16/75 = $\frac{0.0964}{1.0785}$ = 0.0894 in.



Lane	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
4	3/8	1/4	1/4	5/16	1/4	5/16	1/8	0	1/8	1/8	1/8	3/16	1/8	1/8	1/8	1/8	1/8	1/8	1/8	3/16	3/8	3/16	5/16	1/4
3	1/4	1/8	1/8	1/4	1/8	1/8	1/8	3/16	1/8	1/8	3/16	1/8	1/8	1/8	1/8	3/16	1/4	1/8	5/16	1/8	5/16	3/16	1/8	3/16
2	1/4	3/16	3/8	[illegible]	1/4	[illegible]	1/4	5/16	1/4	1/4	1/4	1/4	1/4	1/4	5/16	1/4	1/4	3/8	3/8	1/4	3/8	3/16	3/16	1/8
1	1/8	1/8	1/8	0	1/16	1/16	3/16	5/16	1/8	1/16	1/8	1/8	1/8	3/16	3/16	1/8	1/16	1/8	1/8	1/4	1/8	1/8	1/16	1/4

Lane	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
4	1/8	1/4	1/8	3/16	1/4	1/16	1/4	5/16	1/4	5/16	1/8	1/8	3/16	1/16	1/16	1/8	1/8	1/8	1/4	1/8	1/8	1/4	3/16	5/16	5/16
3	1/8	1/4	3/16	1/4	1/8	1/8	3/16	3/16	3/8	1/4	5/16	1/4	3/8	3/16	3/16	1/4	1/4	3/16	1/4	5/16	[illegible]	5/16	5/16	1/4	[illegible]
2	1/16	3/16	5/16	3/16	1/8	3/16	1/4	5/16	5/16	3/16	1/4	3/16	3/16	3/16	3/16	3/16	1/8	3/16	5/16	5/16	3/16	1/4	3/16	1/4	3/8
1	0	1/8	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	0	1/16	0	0	1/16	1/8	1/16	1/8	1/4	3/16	1/8	1/16

Sh 5 of 11

OREGON STATE HIWAY
FREMONT BRIDGE

Upper Deck Wearing
: Surface check

MAX. Deviation from a 10' Straight Edge

Date open to traffic 11-15-7
Date check 11-12-75
Crew H.R. MACE
A. Shartner
D Delaney

Deck

Lane	0	1	2	3	4	5	6	7	8	9	10	11
4	1/16	0	0	1/4	1/16	1/16	0	1/8-	0	1/16-	1/16	1/8
3	1/16	0	1/16	1/8	0	0	1/16	1/16-	0	0	0	1/16
2	1/16	0	1/4	1/8	0	1/16	1/16	1/8	0	1/8	1/16	0
1	1/16	1/16	0	0	0	0	1/16	1/16-	0	1/16-	0	0

Lane	12	13	14	15	16	17	18	19	20	21	22	23	24
4	1/8-	0	1/16-	1/16-	0	1/8-	1/8	1/16-	1/16	0	1/16	1/16	
3	0	0	0	0	1/8	1/16	1/8	1/16	1/16	0	1/16	0	
2	1/16	1/16	1/16	1/8	1/16	1/8	3/16	1/16	1/16-	0	0	0	
1	0	1/8	1/8	0	1/16	1/8	0	1/8	0	1/16	0	1/8	

Panel Point

N
W E
S

Lane	24	25	26	27	28	29	30	31	32	33	34	35	36
4	0	0	0	1/16-	1/16	1/16-	0	1/16-	1/16	1/16	0	1/16-	1/8-
3	0	1/8	1/16	1/8-	0	0	1/16	1/16	0	1/8-	1/16-	1/8	1/8
2	1/16	1/16	1/8	0	0	0	1/16	1/8	1/8	0	1/8	1/8	1/16
1	[illegible]	1/16	0	0	1/16	0	0	0	0	0	1/16-	0	1/16-

Lane	37	38	39	40	41	42	43	44	45	46	47	48
4	1/16-	1/16-	1/16-	1/8-	1/16-	1/8	1/8-	1/8-	0	1/16-	1/16	1/16
3	0	0	1/16	1/8	0	0	1/16	5/16	0	1/8	1/16	1/4
2	1/16	1/16	0	0	1/16	1/8	1/8	0	1/8	0	1/8	1/8
1	1/16-	1/16-	1/16-	1/16-	1/16-	1/8	0	1/16	1/8	1/16	1/8	0

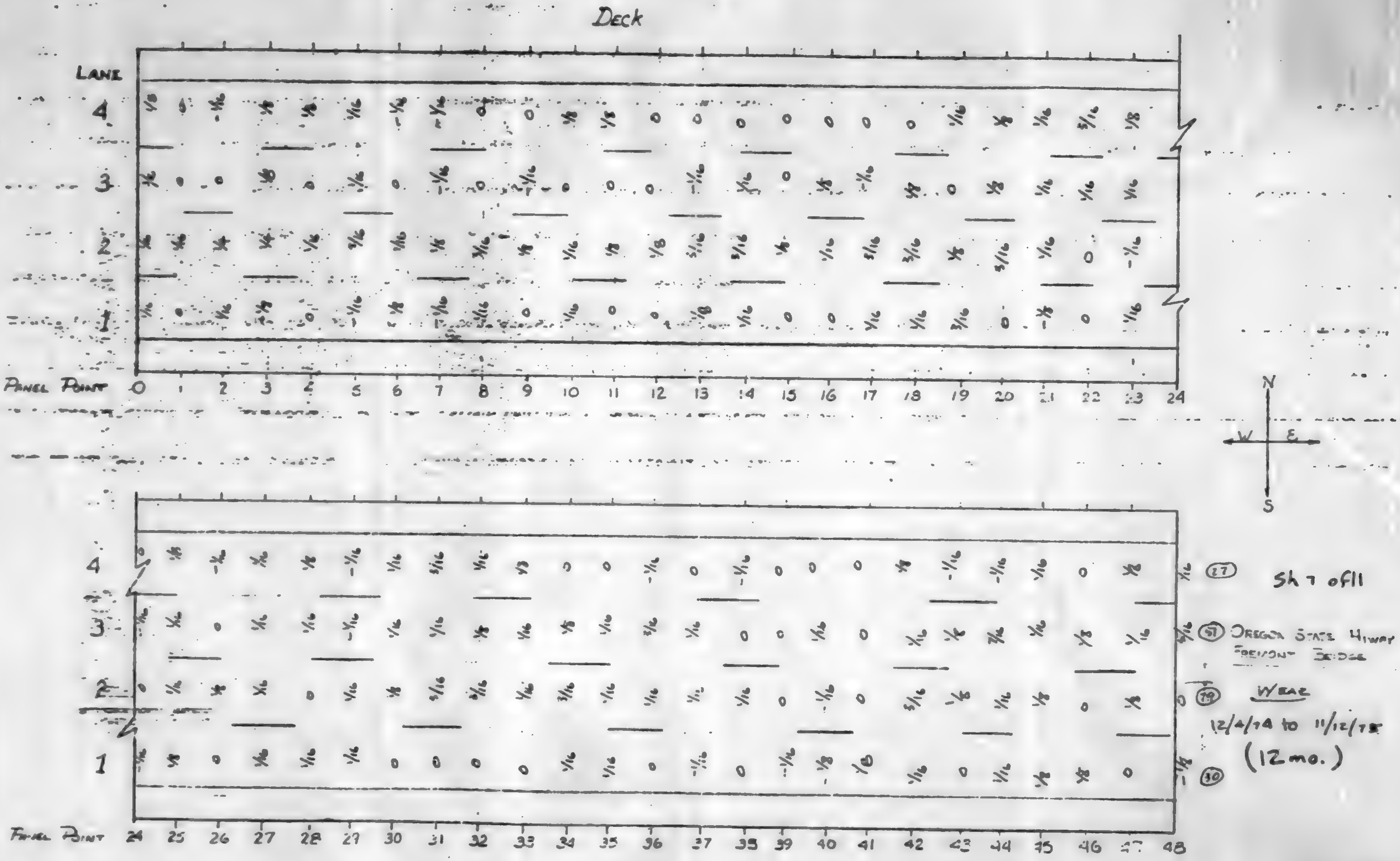
Panel Point

Sh 6 of 11

Oregon State Hiway
Fremont Bridge

Upper Deck wearing
Surface

Wear Between
4-30-75 to 11-12-75
(6 mo.)

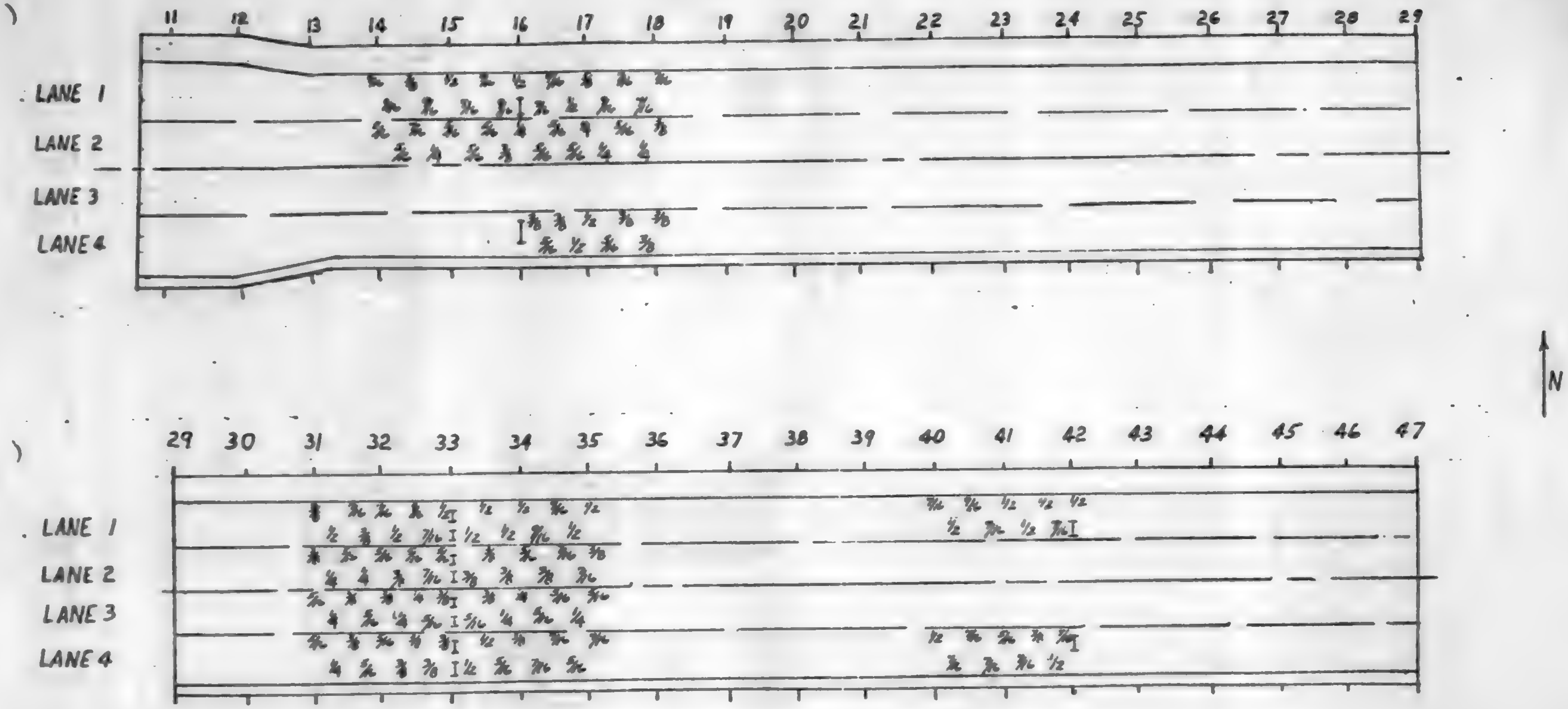

Deck
Lane
4
3
2
1
Panel Point
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
N
W
E
S
4
3
2
1
Panel Point
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
(27)
(57)
(79)
(30)

Sh 7 of 11

Oregon State Hiway
Fremont Bridge

Wear

12/4/74 to 11/12/75
(12 mo.)

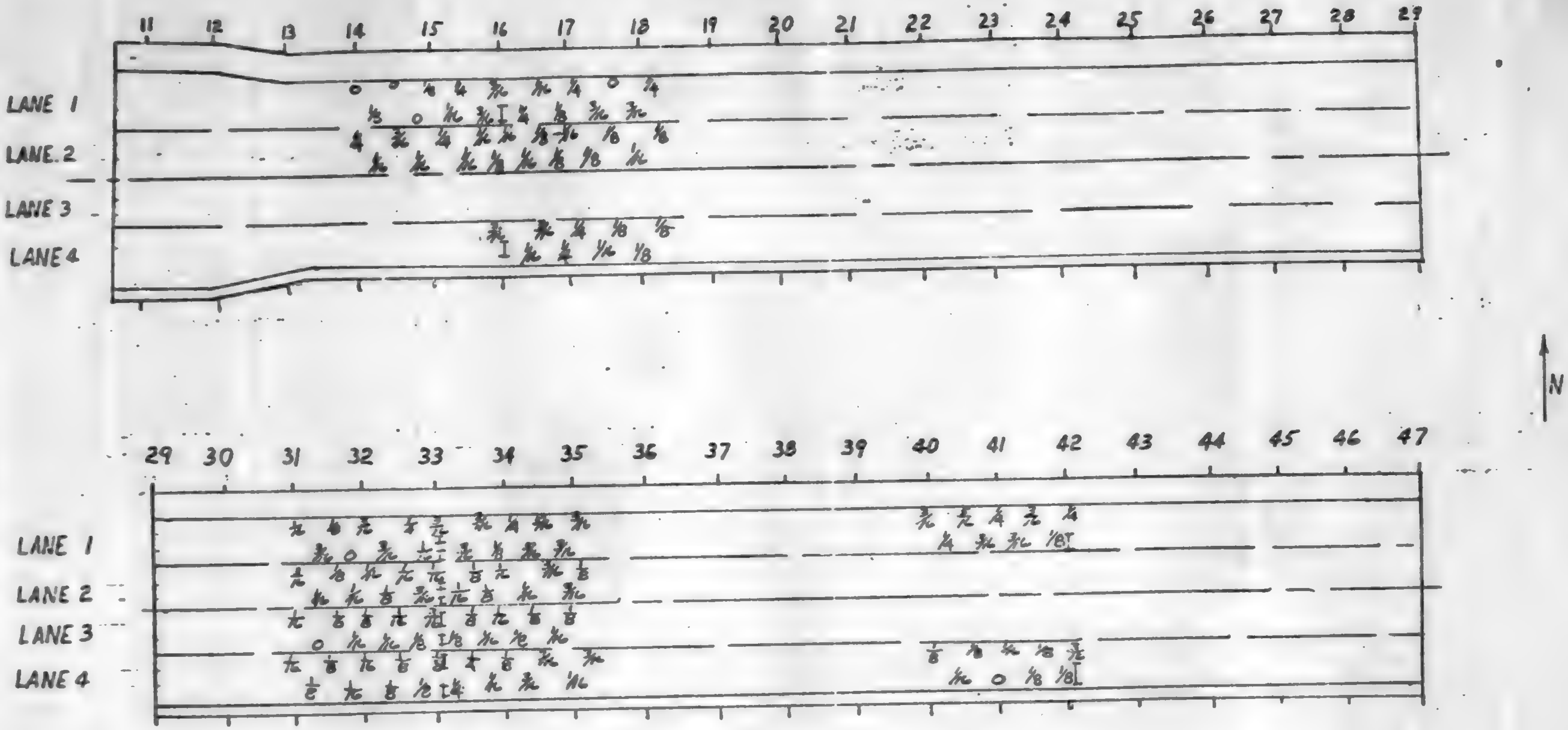

11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
LANE 1
LANE 2
LANE 3
LANE 4
N
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
LANE 1
LANE 2
LANE 3
LANE 4

I Photographed Test sections

ROSS ISLAND BRIDGE
Wearing Surface Survey 11-13-75
MAX. Deviation from 10' Straight Edge

H.R. Mace
D. Hall
D. Delaney

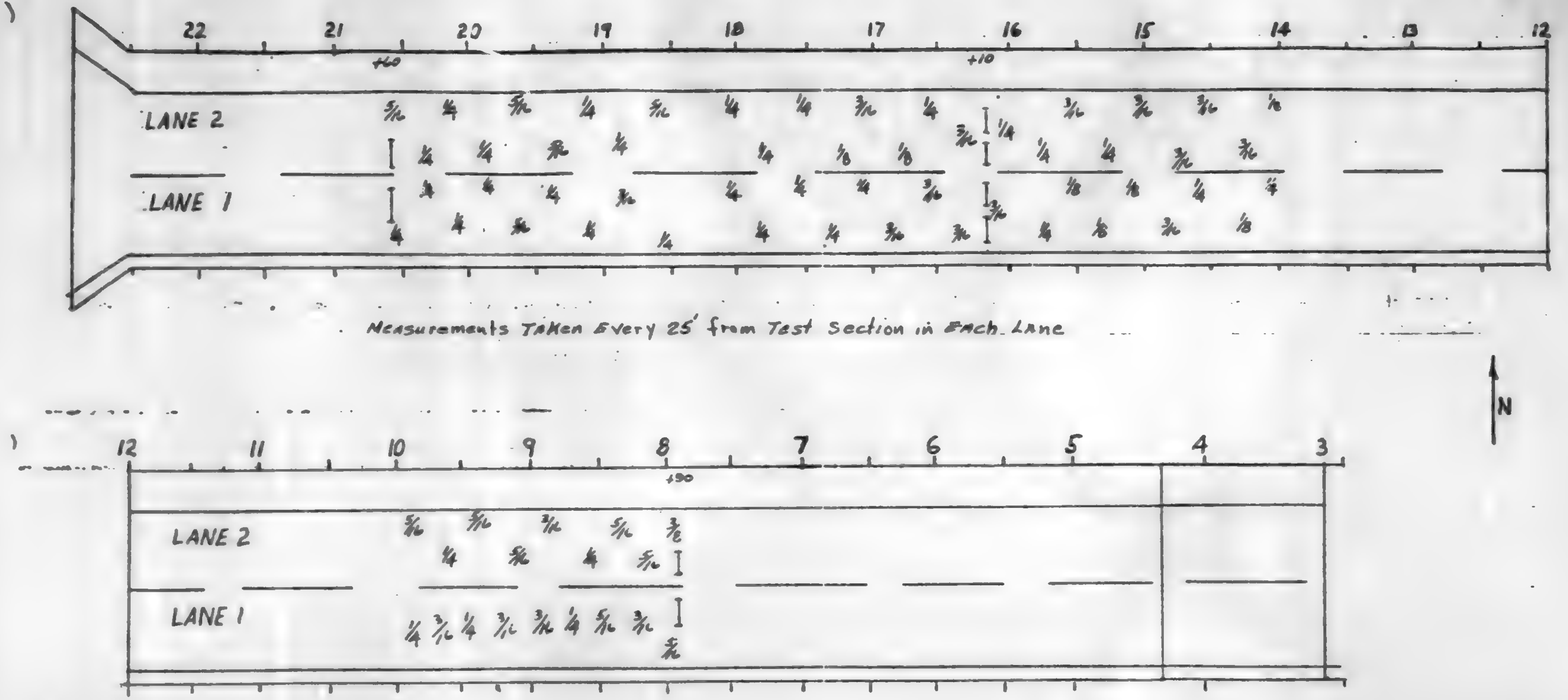
Sh 8 of 11


11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29
LANE 1
LANE 2
LANE 3
LANE 4
N
29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47
LANE 1
LANE 2
LANE 3
LANE 4

I Photographed Test sections

ROSS ISLAND BRIDGE
Deck Wearing Surface Check
Wear Between 4-29-75 – 11-13-75

Sh 9 of 11


22
21
20
19
18
17
16
15
14
13
12
+60
+10
LANE 2
LANE 1
5/16 1/4 5/16 1/4 5/16 1/4 1/4 3/16 1/4 3/16 1/4 3/16 3/16 3/16 1/8
1/4 1/4 3/16 1/4 1/4 1/8 1/8 1/4 1/4 3/16 3/16
1/4 1/4 1/4 3/16 1/4 1/4 1/4 3/16 3/16 1/8 1/8 1/4 1/4
1/4 1/4 3/16 1/4 1/4 1/4 1/4 3/16 3/16 1/4 1/8 3/16 1/8
N
12
11
10
9
8
7
6
5
4
3
+90
LANE 2
LANE 1
5/16 5/16 3/16 5/16 3/8
1/4 5/16 1/4 5/16
1/4 3/16 1/4 3/16 3/16 1/4 5/16 3/16 5/16

Measurements Taken Every 25' from Test Section in Each Lane

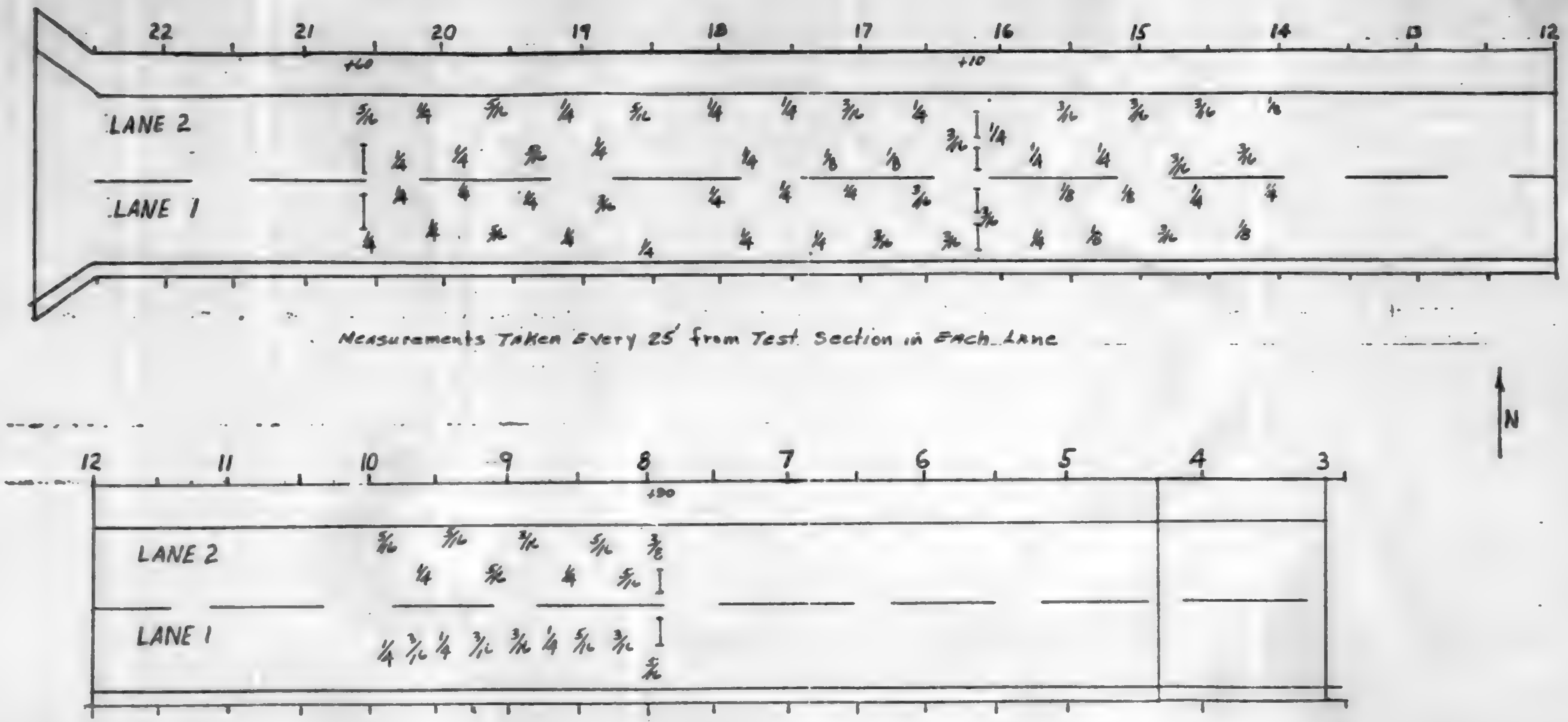
I Photographed Test sections

SELLWOOD BRIDGE

Wearing Surface Survey 11-16-75
Max Deviation from 10' Straight Edge

H.R. Mace
D. Delaney

Sh 10 of 11


22 21 20 19 18 17 16 15 14 13 12
+60
+10
LANE 2
LANE 1
5/16 1/4 5/16 1/4 5/16 1/4 1/4 3/16 1/4 1/4 3/16 3/16 3/16 1/8
1/4 1/4 3/16 1/4 1/4 1/8 1/8 3/16 1/4 1/4 3/16 3/16
1/4 1/4 1/4 3/16 1/4 1/4 1/4 3/16 3/16 1/8 1/8 1/4 1/4
1/4 1/4 3/16 1/4 1/4 1/4 1/4 3/16 3/16 1/4 1/8 3/16 1/8
N
12 11 10 9 8 7 6 5 4 3
+90
LANE 2
LANE 1
5/16 5/16 3/16 5/16 3/8
1/4 5/16 1/4 5/16
1/4 3/16 1/4 3/16 3/16 1/4 5/16 3/16
3/16

Measurements Taken Every 25' from Test Section in Each Lane

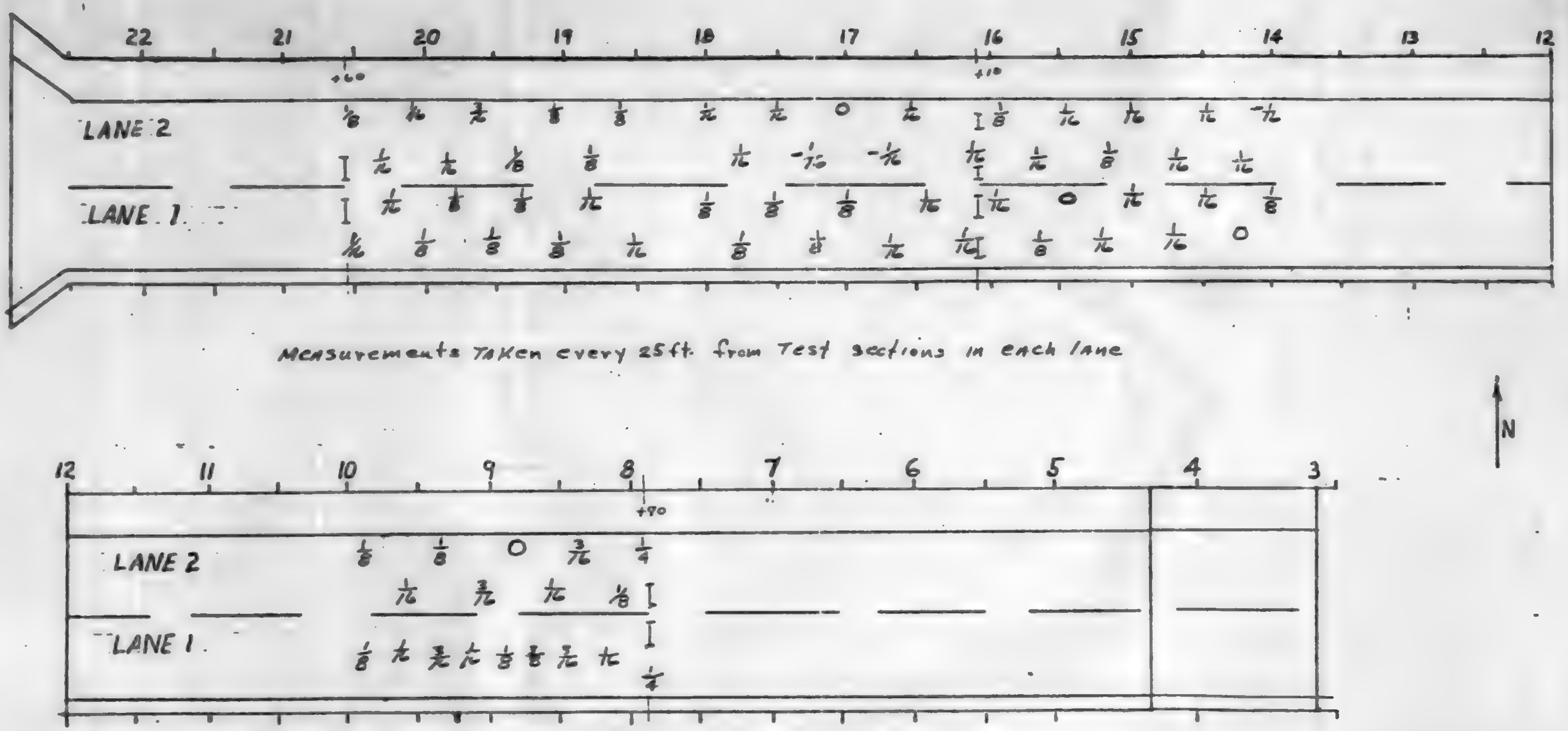
I Photographed Test sections

SELLWOOD BRIDGE

Wearing Surface Survey 11-16-75
Max Deviation from 10' Straight Edge

H.R. Mace
D. Delaney

Sh 10 of 11


22
21
20
19
18
17
16
15
14
13
12
+60
+10
LANE 2
LANE 1
N
12
11
10
9
8
7
6
5
4
3
+90
LANE 2
LANE 1

Measurements Taken every 25ft. from Test sections in each lane

I Photographed Test sections

SELLWOOD BRIDGE

Deck Wear surface check

Wear-Between 4-27-75 & 11-16-75

Sh 11 of 11

Form 81-734-1100

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7276

Order No. 25

Section Fremont Bridge Superstructure

Date December 29, 1975

Highway Stadium Freeway

F.A.P. No. 1-405-8(17)303

County Multnomah

Prefix 626-1013

Account No. 269

Description of Work To Be Done: Install spacers at 22 new locations and replace existing aluminum clad cable spacers at 18 locations. New spacers are to be galvanized steel with three rods per subset. Damaged areas on main cables are to be repaired with an organic zinc primer.

APPROVED EFFECTIVE DATE 12/9/75
Contingent upon modification of project agreement if additional funds are required.
BY J. Valach
Valach
TITLE Asst. Engineer
DATE 2/23/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

FB 354+32 to FB 359+65

Estimate of Quantities and Costs:

Labor	$1,800.00
Equipment	2,600.00
Materials	12,600.00
TOTAL	$17,000.00

Explanation: The aluminum clad spacers installed on the bridge contract have chafed the suspender cables and if left could impair their strength. The Plastisol coated spacers installed after the contract work are satisfactory but are no longer available. The contract work has been completed for some time, and the contractor is not available so this work must be done by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$29,359,902.30	
Present estimate of project cost, including $17,000.00 for work under this order	$29,108,051.00	
Expected under-run ~~overrun~~ (amount)	$251,851.30	
Expected under-run ~~overrun~~ (per cent)	0.9	

Space to right of this line is for use of Salem Office

Submitted by: J D Howard
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer
Adm.

SP*79402-734

7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 23, 1975
Salem, Oregon

FILE:

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Ed Hardt
Region 1 Engineer

SUBJECT:

Fremont Bridge
Suspender Cable Spacer Rods

In our letter to FHWA dated September 15, 1975 we requested their approval and participation in replacement of existing aluminum clad spacer rods and also the purchase of additional spacer rods. We have now their approval to proceeed with the work using state forces. A copy of the letter is enclosed for your information.

We recommend the removal of the existing 152 subsets of aluminum clad cable spacers at the earliest date. The areas affected on the suspender cable from chafing action should be wire brushed and painted to prevent rust formation. In the meanwhile we recommend the purchase of 328 subsets (152 replacements + 176 new installations) of preformed cable spacer rods. Each subset shall consist of 3 rods having a nominal diameter of 0.241 inch and shall be galvanized steel material. The delivery date of the spacer rods could be as much as 12 to 15 weeks from the date of order. The installation also requires purchase of 1/4" thick neoprene slit tubes as per enclosed sketch. Preferably the color of the tubes should match that of the suspender cable. We recommend purchase of about 500 slit tubes with excess ones stocked for future use.

A summary of the existing cable spacer rods, the type, the year of installations and their locations on the suspender cables at the panel points is enclosed for your information.

KAK/ag
Encls.

cc ~~H. S. Coulter~~
L. W. Rulien
V. E. Skoog
C. T. Keasey w/encl.
J. Howard w/encl.

RECEIVED
DEC 24 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

#7276

B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 9, 1975

In reply refer to:

SUBJECT: Oregon Project I-405-8(17)301
Suspension Cable Spacer Rods

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. Hart

Mr. Hart's letter, dated September 15, 1975, requests approval of the purchase and installation of galvenized spacer rods covered with neoprene split tubes. These rods are to dampen out the suspender cable vibrations from wind.

The proposal is acceptable to us. Please forward a documented State form order for the work.

J Haskell
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 10 '75
REFER TO
Haskell Hart
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

7276

1

ELH/cr
bc H. S. Coulter w/attach.
Walt Hart "
Jim McClure "
John Jenkins "
John Howard "
Gordon Beecroft "

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 3, 1975

NOTED
H. S. COULTER

Mr. R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Sir:

I have your November 18 letter which requests our permission to apply a seal coat to the center and right center lanes of the top deck of the Fremont Bridge.

The skid testing that we did on November 18 on your third seal gave us an undesirable reduction in the skid number. The actual loss in skid number was 14%. Based on the results of this test, we do not feel that we can give you permission to apply this material to large portions of the deck.

The location for this test was deliberately selected in an area of little traffic for obvious reasons. The skid test result then compares a relatively unworn section of deck to the seal-coated section. Since this may not be a true representation of the condition wherein you would apply a seal coat to a worn section of deck, we would be willing to allow a second test similar in scale to the one already done on an area where the deck is worn. If this test yields a loss in skid numbers less significant than the one that we have presently, it might be possible to proceed with the corrective work which you suggest.

If you are interested in this approach, please let me know and we can proceed accordingly. The results of the shadow box testing and straight edge measurements to which you referred in your letter are not yet available. We should have those in three or four weeks and I will forward a copy at that time.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

RECEIVED
DEC 4 1975
Office of
Assistant State Highway Engineer

Form 81-734-3122

A MEMBER OF THE JEFFERSON CORPORATION FAMILY

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

November 18, 1975

DE [✓ RE] [✓ RME] [✓ RCE] FAE
TE RECEIVED RSM
UE NOV 24 1975 RSC
SO REGION 1 RBI
ENV LOC

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

We have received a copy of Jim McClure's report on the epoxy seal test application for the Fremont Bridge along with pictures of the deck. We are anxious to receive the results of the skid tests once they are taken and your evaluation of the adequacy of the skid resistance. If the skid resistance is acceptable to you, we would like to seal the center and right center lanes beyond middle span because there are several areas in this portion of the bridge which appear to have a more open texture than the rest of the bridge. If wear were to occur, we would expect it to be more likely in this location.

We would like to do this work as early as possible this winter. The sealer which we used can be accelerated to adequately cure down to temperatures in the 35-40°F range.

When I was in Portland to witness the test application, I learned from John Howard additional straightedge measurements were taken of the Fremont, Ross Island and Sellwood bridges this summer. If at all possible, I would like to receive a copy of the data and report of these measurements.

I also understand that additional shadow box measurements were taken during the last month and I would appreciate a copy of these results when they become available.

Thanks again for the cooperation of the Oregon State Highway Division with us in the evaluation of the wear characteristics of the epoxy asphalt deck.

Sincerely yours,
ADHESIVE ENGINEERING COMPANY

R. W. Gaul
President

CC: J. Howard 11 26 75
Sent

RWG:sln
cc Jim McClure

#7276

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 18, 1975

TO H. S. Coulter
Asst. State Highway Engineer

NOTED
H. S. COULTER

FROM Gordon Beecroft
Gordon Beecroft
Research Engineer

SUBJECT Fremont Bridge Upper Deck Skid Tests on Third Trial Seal

Skid tests were conducted November 18, 1975 on an experimental epoxy seal application on the upper deck of the Fremont Bridge. The test strip was applied to the westbound left traffic lane on October 16, 1975. The epoxy seal was applied to a 12 foot lane for a length of approximately 100 feet starting at the finger-plates on the easterly end of the main structure.

Because of the small trial section, skid tests were made at 25 mph. Both the trial section and the adjacent untreated epoxy asphalt concrete were tested.

Measurements yielded the following:

EPOXY SEAL SN_{25}

Test No.	Skid No.
1	56.6
3	51.0
5	54.5
7	55.8
9	52.9
Ave. SN_{25}	53.5

STANDARD UNTREATED PAVEMENT SN_{25}

Test No.	Skid No.
2	61.6
4	63.0
6	62.7
8	64.1
10	61.9
Ave. SN_{25}	62.2

In previous tests on the untreated epoxy asphalt concrete, we found a relationship between the skid number at 25 mph against the standard at 40 mph. It was found the skid number at 40 mph was 80% of that at 25 mph. Using this factor, the estimated value for the seal at 40 mph is: $SN_{40} = 0.8\ (53.5) = \underline{42.8}$. The trial seal reduced the skid number by approximately 14%. On this lane however, the value is still adequate.

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NOV 20 1975
Office of
Assistant State Highway Engineer

The lane on which this test was made receives very little traffic because of its location near a non-completed ramp. For skid tests run a year ago on a more heavily traveled lane, the 25 mph skid number averaged 50.75 as compared to the value of 62.2 found in the present tests. If the 14% reduction is assumed for the epoxy seal and the 20% reduction for speed effect is applied to this value of 50.75, an $SN_{40} = 35$ is indicated. This is slightly lower than the desirable skid number; however, there is a great deal of speculation involved in arriving at the value.

GB:1t

cc: R. L. Schroeder
James D. McClure
Walt Hart
Ed Hardt
John Howard
John Jenkins
Bob Gaul

75 76

15

ORECON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Milwaukie
October 31, 1975

FILE: MAI 14-1

NOTED
H. S. COULTER

James D. McClure
District Engineer

SUBJECT: Epoxy Seal Application-Test
by Adhesive Engineering Corp.
Fremont Bridge (I-405)

TO: Memo to Files

An experimental "Epoxy Seal" was applied to the Westbound left traffic lane on the top deck of the Fremont Bridge on October 16.

The purpose of applying the "High Solids Liquid Epoxy" with a 10% solvent content, was to fill the open voids on the deck surface with this low viscosity material. By sealing the open voids, where initial wear will first occur, it is anticipated by Mr. Bob Gaul representing Adhesive Engineering Co., that sealing will prolong the life of the wearing surface.

Mr. Donald, representative for Adhesive Engineering Co., applied the experimental epoxy seal to approximately a 100 ft. section of deck 12 ft. wide or until he ran out of material. He began the liquid epoxy application at 10:00 AM, by applying the liquid with a hand roller for about 10 feet, then followed with hand broadcasting a copper slag abrasive sandblasting grit. This operation was repeated until the 100 foot test section was complete. The sandblasting grit was of a size to pass a No. 30 sieve. Its purpose was to create a non-skid surface along with assisting to wear off the excess epoxy on the surface. The seal application was completed by approximately 2:00 PM. The barricades were removed and the traffic lane was open to traffic at 4:00 PM.

I visually viewed the seal at 4:30 PM, the surface was still "sticky" to touch and most of the grit had been blown onto the shoulder by traffic. The surface was not slippery or judged dangerous to traffic.

I reviewed the seal application late in the afternoon of October 17, in the rain. The surface was still somewhat sticky in places, small amounts of the abrasive grit was apparent in the voids. The surface did not seem slippery with the presence of rain.

On October 24 I reviewed the seal application, the surface was completely healed by this time with a small amount of abrasive grit visable in the surface voids.

I have no way to judge if the epoxy seal functioned as anticipated. I assume from the darker visual appearance of the surface, and the fact that "rain water" on the surface appears to have less penatration in the area of the seal, that some of the voids are filled.

JDM:in
cc: Walt Hart
✓Ed Hardt
John Howard
Bob Gaul
John Jenkins

cc: Scott Coulter ✓

RECEIVED
NOV 17 1975
Office of
Assistant State Highway Engineer

7276

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 7276

October 15, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Fremont Bridge Superstructure
Contract 7276
Drainage System Revision
State Force Order #24

Your letter of October 1, 1975 suggests that we study alternate solutions to the problems with the drainage system on the Fremont Bridge. Subsequently a field review was made by Mr. Robert W. Pillsbury and members of the Oregon State Highway Division. This review did show that some alternates may be possible. These alternates will be studied and a revised proposal with necessary justification will be forwarded to you soon.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. T. Keasey
E. L. Hardt
Bart Bonney

RECEIVED
STATE HWY ENG
OCT 16 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
State Force Order No. 24

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operations

We have reviewed Mr. Keasey's September 5 submittal covering State Force Order work on the drainage system of the Fremont Bridge. We agree that there may be problems with this system, however, we have some questions regarding the scope of the proposed work.

Cleanout ports at 45° angles are proposed for many of the long runs. These ports are adjacent to the cross beams and bents and we question whether they would be effective or accessible for the intended purpose. You have also proposed hinged lids on several of the long horizontal runs. Apparently the oversize pipes included in the design to minimize clogging did not function as had been anticipated. Have you considered the removal of part of these pipe sections (there appears to be connecting couplets every 15'±) by attaching flexible connector sections which would allow the pipe to be removed and flushed into a waiting tank truck for controlled disposal of the debris.

You also propose to install a sand trap in vertical runs at the pier. The effectiveness of such traps is questionable. You might consider installing a cleanout port with a special connection to a waiting truck for removal of the clogged material. A sand trap might detract from the aesthetics of the structure at this location.

The diamond plate cover proposed for access under the finger plates appears to be unnecessary when you consider the finger plates can be removed in 4' sections as detailed on the plan. If this cannot be accomplished a modified installation of the finger plate in the gutter line should be considered.

RECEIVED
OCT 3 1975
BRIDGE SECTION

RECEIVED
STATE HWY ENGR
OCT 2 '75
REFER TO
Blust
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

Before Federal participation can be authorized for these costs it will be necessary to study alternative solutions. It will also be necessary to define the problem as a design deficiency that cannot be resolved by maintenance efforts. It must also be recognized that a structure of this type and magnitude will require some specialized equipment and methods in the course of routine maintenance.

G. L. Green

RECEIVED
OCT 3 1975
BRIDGE SECTION

7276

7276

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

September 15, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97303

Dear Mr. Green:

Fremont Bridge
Suspender Cable Spacer Rods

Enclosed are three copies of a report "Fremont Bridge Preformed Suspender Cable Spacers" for your information. The report deals with the findings from a recent field inspection of the cable spacers. The chafing action between the suspender cables and the original spacer rods has removed the aluminum clading. We recommend the removal of the existing 152 subsets of aluminum clad spacers and replacement with new galvanized spacer rods.

We also recommend the installation of the additional 176 subsets of galvanized spacer rods that were discussed in our letter of June 27, 1975. Approximately 500 one-quarter-inch thick neoprene split tubes will be installed between the suspender cables and the spacer rods.

The existing aluminum clad spacer rods would be removed and the damaged areas of suspender cables repaired. Your approval and participation are requested to proceed with the proposed work to correct this original design deficiency. The work will be done by state forces. Estimated cost is $17,000.

Very truly yours,

Walter J Hart

Walter J. Hart
Bridge Engineer

WJH:dh
Enclosure
cc H. S. Coulter /w/ encl.
L. W. Rulien /w/ encl.
V. E. Skoog /w/ encl.
C. T. Keasey /w/ encl.
E. L. Hardt /w/ encl.
John Howard /w/ encl.
Gordon Beecroft /w/ encl.

RECEIVED
SEP 16 1975
Office of
Assistant State Highway Engineer

FREMONT BRIDGE
PREFORMED SUSPENDER CABLE SPACERS

A Report On
Field Inspection And Performance Of Cable Spacers

By

Bridge Design Section
State Highway Division
Oregon Department Of Transportation

September 1975

FREMONT BRIDGE
PREFORMED SUSPENDER CABLE SPACERS

The suspender cables in the center span of the Fremont Bridge were provided with preformed spacer rods in the fall of 1973 under the original bridge contract. They were provided to cables at panel points 20 through 28 in both north and south tie girders and were positioned with their center of gravity at 40% of the length of the cable from the top anchorage. The preformed spacer rods were aluminum clad to protect the steel rods from rust formation.

In the summer of 1974, additional preformed cable spacers were purchased and were installed at panel points 23, 24 and 25 with their center of gravity set at 66 2/3% of the length of the cable from the top anchorage point. Unlike the previous spacers, these spacer rods were made of galvanized steel rods and were coated with black plastisol in the hair-pin bend area to protect the suspender cables from the chafing action. At this time, the aluminum clad spacer rods installed in 1973 were inspected for both chafing action and electrolytic action. Neither action was noticed.

In the summer of 1975, additional preformed cable spacers were installed at panel points 18, 19, 29 and 30 with their center of gravity set at 40% of the length of the cable from the top anchorage point and also at panel points 22 and 26 with their center of gravity set at 66 2/3% of the length of the cable from the top anchorage point. The spacer rods used were of similar type as were installed in 1974. At this time, the spacer rods installed in 1973 and 1974 were examined for chafing action.

Black plastisol coated spacer rods installed in 1974 showed no chafing action except for minor dent marks on the black plastisol. These dents were from the binding action of the spacer rod on the suspender cable. See Fig. 1 for dent marks. The bright white spots in the figure are paint marks from the suspender cable. Since the spacer rods have been on only a year, it was too early to predict how long the black plastisol would last. Inspection will be made again next year for the chafing action.

Aluminum clad spacer rods installed in 1973 showed no electrolytic action present. However, the chafing action had removed the aluminum coating at contact points and exposed the steel of the spacer rod to weathering. Presence of rust was also noted on the spacer rod where aluminum coating was removed. See Fig. 2 for the chafing action on the rods. The wires of the suspender cables that came in contact with the bare steel of the spacer rod at chafing points had their galvanizing removed. At certain locations, the wires showed flat spots.

Prior to installation of aluminum clad spacer rods, it was understood that since the aluminum is softer than the steel, the aluminum coating would be cut through by the chafing action. However, the time required for this process could not be evaluated and was to be determined from field inspection only. The manufacturers of the spacer rods have now discontinued the usage of black plastisol for coating of rods. Instead, heat shrink plastic tubes are being used.

The matter has been discussed with the experts and the material suppliers. The review indicates that a 1/4" thick neoprene tube installed either on the spacer rod or the main suspender cable around the chafing areas would eliminate abrasion of the cable surface. It is preferable to apply a split tube, about two feet - six inches long, directly to the cable as shown in Fig. 3 and kept in place by the binding action of the spacer rod on the cable. This arrangement will facilitate replacement of worn out tubes at a later date.

The chafing action has left rough surface on the aluminum clad spacer rods. These spacer rods cannot be reused unless the rough areas are ground smooth and painted. The cost of repairing such a spacer rod would make it prohibitive compared to the cost of a new spacer rod.

Purchase of 176 subsets of preformed cable spacers is required to complete the installations at various other new locations on the bridge cables along with 152 subsets to replace the aluminum clad spacer rods.

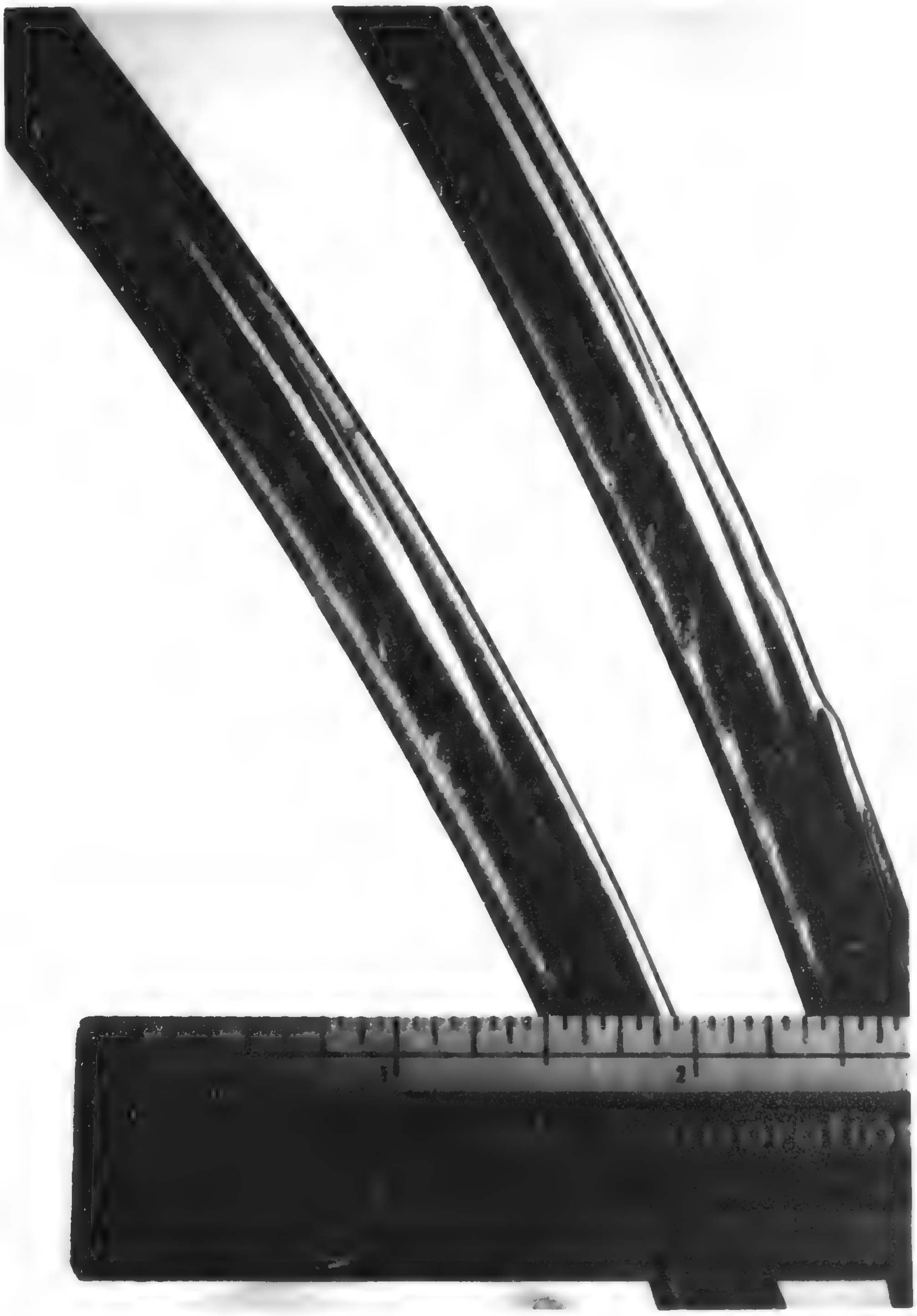


Fig. 1 Chafing Effect On
Black Plastisol Coated Spacer Rod

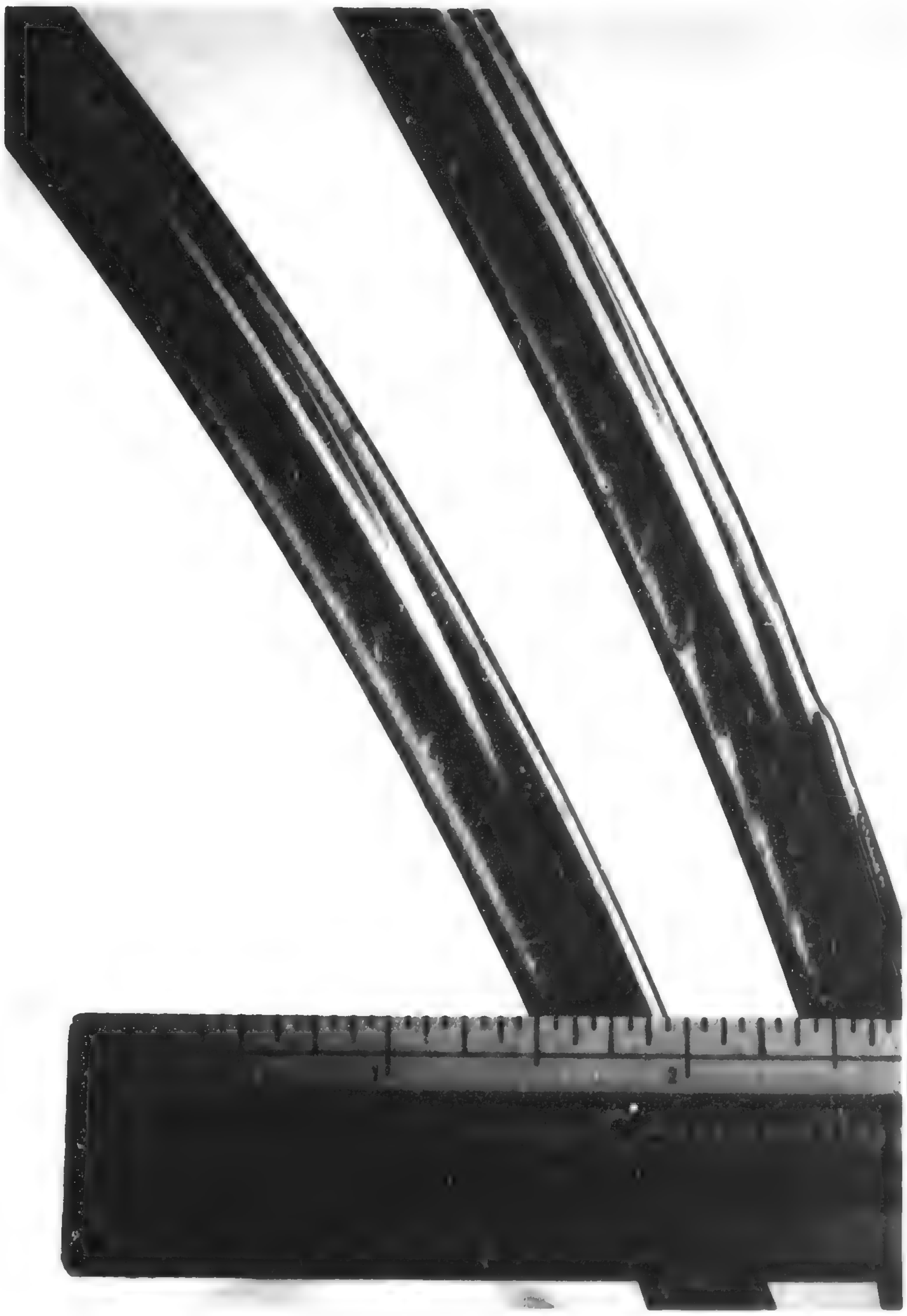


Fig. 1 Chafing Effect On
Black Plastisol Coated Spacer Rod

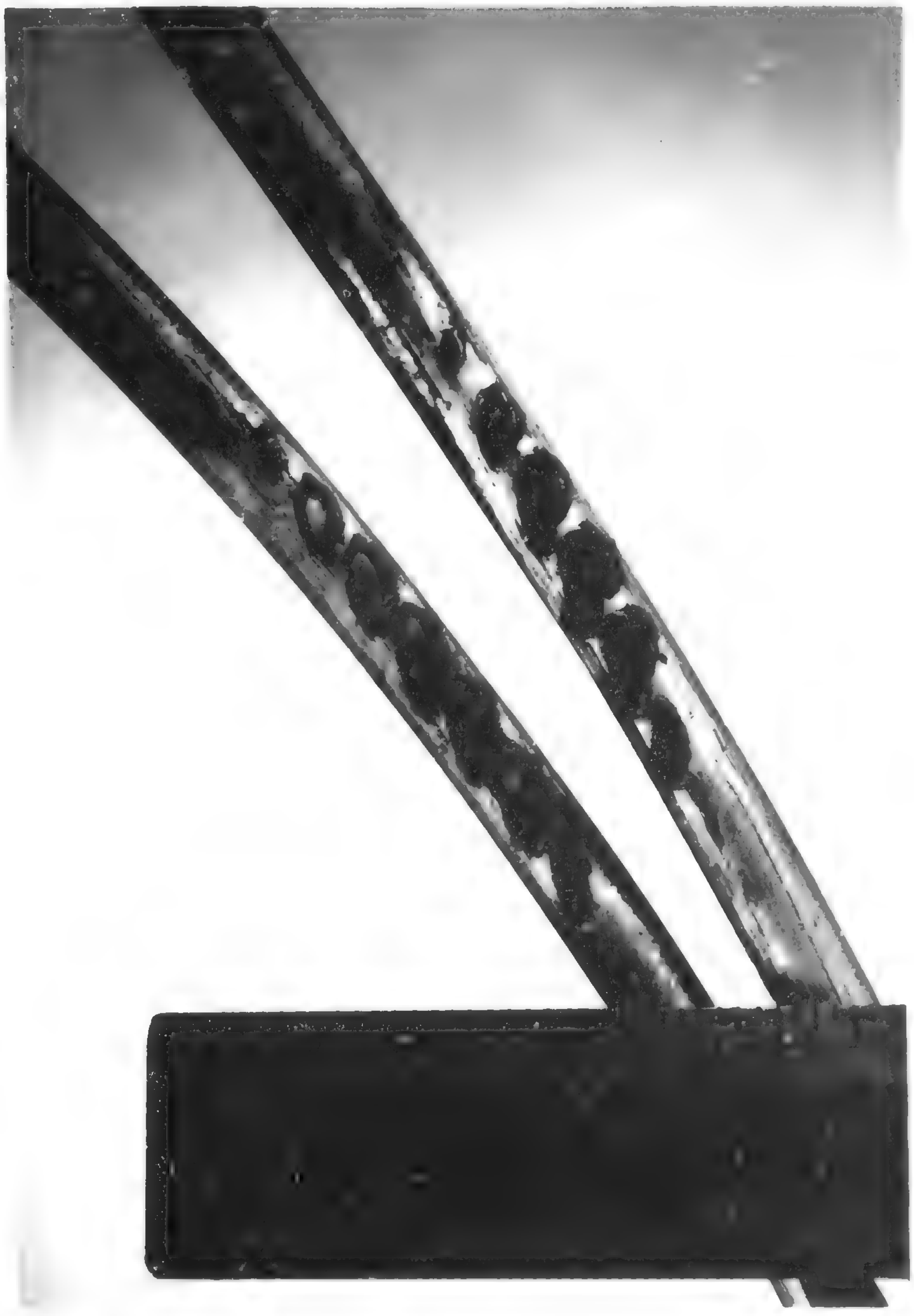
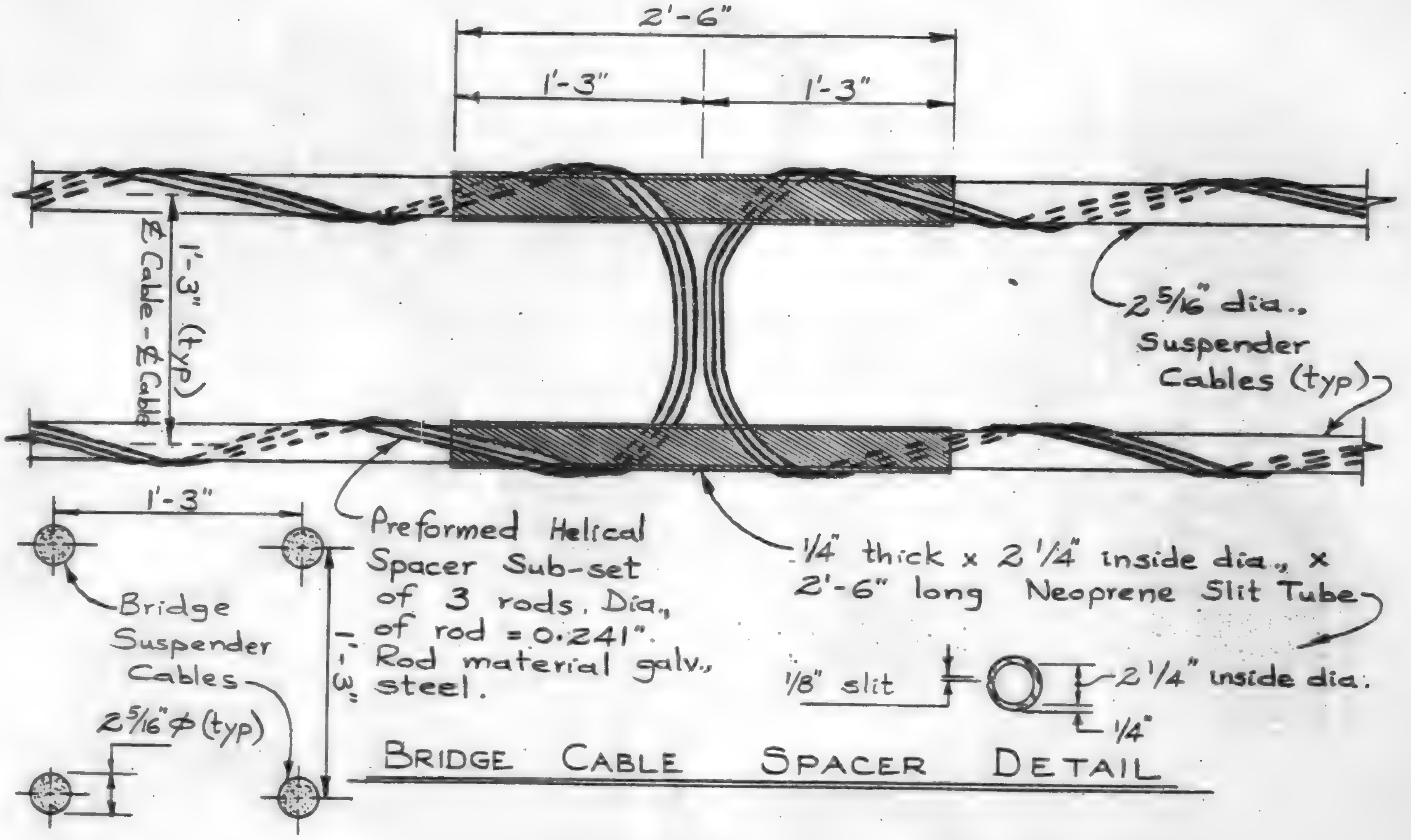


Fig. 2 Chafing Effect On

Aluminum Clad Spacer Rod



BRIDGE CABLE SPACER DETAIL

2'-6"
1'-3"
1'-3"
1'-3" (typ)
℄ Cable - ℄ Cable
2 5/16" dia., Suspender Cables (typ)
1'-3"
Preformed Helical Spacer Sub-set of 3 rods. Dia., of rod = 0.241". Rod material galv., steel.
1/4" thick x 2 1/4" inside dia., x 2'-6" long Neoprene Slit Tube
Bridge Suspender Cables
1'-3"
2 5/16"Φ (typ)
1/8" slit
2 1/4" inside dia.
1/4"

Fig. 3

7276

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 27, 1975

Salem, Oregon

FILE: CON 7276

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Ed Hardt
Region 1 Engineer

SUBJECT:

Fremont Bridge
Suspender Cable Spacer Rods

NOTED
E. S. HUNTER

A recent evaluation was made of the vibration problem on the suspender cables of the Fremont Bridge by our personnel along with vibration specialists from Bonneville Power Administration. This evaluation indicated that the cable spacer rods added on several of the suspenders have effectively reduced the amplitude of the cables.

From last year's purchase, we have now in stock some black plastisol coated cable spacer rods that will suffice for cables at ten panel points. We recommend that these spacers be installed on cables at panel points 18, 19, 29 and 30 on the north and south tie girders and on cables at panel points 22 and 26 on the north tie girder. A sketch indicating the spacer locations on the cables is enclosed for your information. We would appreciate it if Mr. Kamadoli of our Design Section is notified of the date of the cable spacer installations.

In order to complete the installation of cable spacers for the remainder of the suspender cables, we recommend the purchase of 176 more sub-sets of black plastisol coated preformed cable spacers. Each sub-set shall consist of 3 rods having a nominal diameter of 0.241 inch each. The material of the rod shall be galvanized steel conforming to ASTM Spec A-153. The preformed spacers are custom manufactured and supplied by Preformed Line Products Co., 5345 St. Clair Ave., Cleveland, Ohio 44101 (Attn: Mr. Rick Gagnon). We have FHWA approval of the purchase and installation of the additional spacers. These can be charged to the Fremont Bridge prefix which is still open.

After the new spacer rods are received, we will provide you a sketch indicating their locations on the suspender cables.

KAK/ag
Encl.

cc E. S. Hunter
John Howard
C. T. Keasey
G. Green, FHWA

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

File Contract 7276

B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

6-24-75

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Fremont Bridge
Suspender Cable Vibrations

On June 17, Mr. Kamadoli of our Design Section, Gordon Beecroft and John Howard visited the bridge site along with Messrs. Curtis Sarkinen, Mick Johnson, Gary Parks, Ed Bennett and Jim Watkins of Bonneville Power Administration to evaluate the vibration problem on the suspender cables.

A portable equipment, IRD Vibrational Analyser, belonging to BPA was used to measure the amplitudes and frequencies of the suspender cables. The longer suspender cables, presently installed with cable spacer rods showed almost no visible vibrations. The equipment did not show any significant readings to record. The suspender cables at Panel Point 18 (effective cable length = 94 ft.) with no cable spacer rods on had a fundamental mode with a single loop from top to bottom of about 1/2" amplitude. Measurements taken with the equipment on these cables recorded amplitudes of 0.0005 inch and 0.0003 inch at deck level and 4 feet above the deck level respectively. The bending stress caused by such amplitudes is less than 2 ksi. In bridge cables where the direct stress is about 60 to 70 ksi, this bending stress was determined to be insignificant and of no consequence for fatigue failure.

RECEIVED
JUN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

It was the general feeling of the group that the cable vibrations were of no consequence for a fatigue failure. However, installation of the cable spacer rods on the remaining cables was considered necessary to eliminate the fundamental modes and control the amplitudes.

The cable spacer rods, now in stock from last year's purchase, will be installed on the cables as soon as possible.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

KAK/ag

cc E. S. Hunter
Ed Hardt
Gordon Beecroft
John Howard

7276 B

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 30, 1975

TO D. H. Moehring
Maintenance Engineer

FROM Gordon
Gordon Beecroft
Research Engineer

SUBJECT Wear Monitoring on Epoxy Asphalt Deck
Fremont Bridge

Attached is a memo to the file which I received about a month ago from Ed Hardt concerning the evaluation of the epoxy asphalt surfacing on the Fremont Bridge deck. It is being forwarded as a reminder that wear measurements are needed for the Spring of 1975 at the monumented sites on and adjacent to the Fremont Bridge deck and on the comparative sites of the Ross Island Bridge and the Sellwood Bridge. These may have already been made, since I did discuss the need with Phil Schollian earlier in the year.

Mr. Hardt requests that copies of previous wear test results be forwarded to his office. As I recall, the work done prior to this spring only established the reference profiles for the wheel tracks from which future wear could be measured. The results obtained by comparing this spring's measurements with the reference profiles will give the first measurements of wear.

Please remind Phil to obtain the necessary shadowbox pictures at all monumented sites, if he has not already done so. Since this is likely to be a court action, particular care in documentation and measurement techniques are in order.

GB:lt

cc: R. L. Schroeder
Ed Hardt

RECEIVED
MAY 30 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 29, 1975

FILE: CON 5

FROM: EDWARD L. HARDT
Regional Engineer

TO: MEMO TO THE FILE

SUBJECT: Wear Monitoring on Epoxy Asphalt Deck
Fremont Bridge
Contract No. 7276

RECEIVED
APR 30 1975
RESEARCH SECTION

Murphy Pacific's responsibilities for the quality of the epoxy asphalt top deck of the Fremont Bridge have been transferred to Adhesive Engineering Corp. Scott Coulter has informed Adhesive Engineering that they should contact me for information regarding the wear tests that we are performing on the Fremont. This wear test program, as I understand it, is a comparison of the wear of the Fremont top deck to that of the Ross Island and Sellwood Bridges, which are paved with the same material. Each bridge pavement's wear is to be adjusted according to traffic volumes for comparison. Wear on the three bridges will be measured in the spring and in the fall as a minimum by Phil Shollian under Gordon Beecroft's direction using the shadow box, and by John Howard using a straight edge. Copies of all test results will be sent to this office. It is requested that copies of previous wear test results be forwarded to this office in order to complete our file.

As part of the testing program, John Howard will make sure that traffic counts will be available for adjusting the wear data. This testing program is to last for two years maximum. There seems to be some confusion as to whether the starting date for the two-year period is February 1, 1975 or March 19, 1975. Our information is that Pat Randolph will clarify that question. The purpose of this memo is to document that this office is to be kept informed of the test results. If additional information pertinent to this testing program comes to the mind of any of the readers of this memo, they are requested to advise this office.

ELH/cr
cc H. S. Coulter
John Jenkins
Walt Hart
C. T. Keasey
Gordon Beecroft
R. N. Bothman
John Howard
Pat Randolph

NOTED
GORDON W. BEECROFT

7275

B

May 23, 1975

General Insurance Co. of America
Safeco Plaza Attn: Wayne S. Jensen
Seattle, Washington 98185 Surety Claims

United Pacific Insurance Co.
Fidelity and Surety Dept. Attn: Gerald S. Lyon
P.O. Box 1216 Bond Claim Dept.
Tacoma, Washington 98401

American Insurance Co.
P.O. Box 3395 Attn: E. L. Worthington
San Francisco, California 94119 Asst. Vice Pres.

Gentlemen:

This is a follow-up to our letter of May 14 concerning Contract No. 7276 with Murphy Pacific Enterprises for the superstructure on the Fremont Bridge of the Stadium Freeway in Multnomah County.

As indicated in your letters, we will forward the final payment in the amount of $138,837.37 to Murphy Pacific Enterprises at P. O. Box 23007, Oakland, California 94623. Our Finance Office has indicated that this payment would be placed in the mail today.

The total contract amount is $27,403,647.13 including $211,488.71 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc Murphy Pacific Enterprises
General Ins. Co. of America, Portland
American Ins. Co., Portland

Jack Sollis
Dick Hacek
C. T. Keasey
Walt Hart
R. N. Bothman

FIREMAN'S FUND
AMERICAN INSURANCE COMPANIES
HOME OFFICE
3333 CALIFORNIA STREET
P.O. BOX 3395
SAN FRANCISCO, CALIFORNIA 94119
TELEPHONE (415) 929-2000

May 19, 1975

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention: C. W. Head

Dear Mr. Head:

Re: Contract No. 7276 - **FREMONT BRIDGE**

Receipt of your letter of May 14, 1975, is acknowledged. You are advised that funds are to be paid to Murphy Pacific Enterprises, P. O. Box 23007, Oakland, California 94623. We assume the other sureties are also advising you as per your request.

Yours very truly,

THE AMERICAN INSURANCE COMPANY

by____________________
ASSISTANT VICE-PRESIDENT

cc: R. W. Fields, Esq.
J. Murphy

RECEIVED
MAY 2[illegible] 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

76

STATE COPY B

cc: OSHD (H S Cou er) 5-19-75

U.S. DEPA MENT OF TRANSPORTATION
FEDER IGHWAY ADMINISTRATION

MAY 19 1975

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 31	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Marion Craft, John Howard, Don Adams, OSHD.
E. J. Valach, Bill Kappus, FHWA.

NOTED
H. S. COULTER

DATE OF INSPECTION 5-1-75	INSPECTION MADE BY C. T. Christianson, Area Engineer	PROJECT NO. I-405-8(17)303

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %

5-19-75
cy Const
Hart
Hardt
Rulien
Bothman

FREMONT BRIDGE

This project was open to traffic on November 15, 1973 and work has been substantially complete for quite some time. The final acceptance of the contract has been detained pending resolution of problems with the epoxy asphalt surfacing placed on the upper deck. This surfacing did not pass the specified pullout tests and showed some indication of rapid wear and raveling during its early stages. Recently an agreement has been consummated assigning all responsibility for the deck surfacing to Adhesive Engineering, the subcontractor placing the deck material. This agreement allows release of Murphy Pacific Corp. from their contract obligations and allows the State and the responsible subcontractor to further study the deck surfacing and arrive at an equitable and satisfactory solution to the bond problems and lack of specification compliance.

All other work connected with the structure including cleanup, caulking and watersealing has been performed in a satisfactory manner with the exception of correction of the rust staining on the main piers at both ends of the structure. It is not anticipated that any further claims will be forthcoming from the prime contractor on this project including claims for additional time.

Mr. Adams pointed out a problem with maintenance of the drainage pans below the finger plates at the expansion joint on both ends of the structure on both decks. Debris and dirt collects in these pans and is very difficult to clean out. They had been filled to the point where grass was growing in the upper deck and a considerable amount of paper and trash had collected in the pans on the lower deck. There is no easy means to clean these areas. It was also pointed out that the long horizontal drain pipes connected with the drainage system are expected to become a potential problem due to settlement out of sediment in the drainage water that will ultimately plug the pipes. Due to their installation including the bends and elbows, it may be difficult to clean these particular drainage pipes. It is recommended that consideration be given to devising a way of removing the drainage pans easily from below the main expansion joints for maintenance purposes.

In overall consideration of the entire project, is recommended that the project be accepted with the exception of the upper deck surfacing which will be subject to further study and resolution. It is expected that this problem will be resolved within 2 years and corrective action will have been taken as required at that time.

7276.

B

Jay Murphy 5/21 said they mailed letter 5/19

May 14, 1975

General Insurance Co. of America
1500 S.W. 1st
Portland, OR 97201

Rec. 5/23/75

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Rec. reply 5/19/75

American Insurance Co.
921 S.W. Washington Street
Portland, OR 97205

Rec-reply 5/21/75

Gentlemen:

Contract No. 7276 awarded to Murphy Pacific Enterprises for work on the Fremont Bridge of the Stadium Freeway in Multnomah County was completed on June 21, 1974, and accepted by the Administrator and State Highway Engineer on May 8, 1975. The acceptance of this contract is for the entire project except that epoxy asphalt surface covered by a substitute agreement with Adhesive Engineering Company. The obligations of Murphy Pacific Enterprises have been fulfilled.

The final payment will soon be ready to mail to the contractor. A Murphy Pacific assignment letter dated January 29, 1971, signed by Stanley J. Sutton, directed that all contract payments be sent to them, % First Western Bank and Trust Company, 235 Montgomery St., San Francisco, Calif. 94104 Attn: Donald F. Hamm. Approval was given on this letter by representatives of General Insurance Co. of America, United Pacific Insurance Co. and The American Insurance Company.

Please advise this office by letter where the final payment should be mailed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkm
cc Murphy Pacific Enterprises

Jack Sollis
Dick Hacek - Please hold final payment until we advise.

C. T. Keasey
Walt Hart
R. N. Bothman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

May 7, 1975

RDChurch

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract 7276 (Main Contract), Work Completed June 21, 1974

Project Fremont Bridge

Highway Stadium Freeway County Multnomah

Type of Work Superstructure

Contractor Murphy Pacific Enterprises

Recommended Acceptance Date May 8, 1975

The substitution agreement which transfers the remaining responsibility for the epoxy asphalt surface to Adhesive Engineering Company from the prime contractor, Murphy Pacific Enterprises, has been fully executed and the bond that it requires has also been provided now. This is for the purpose of finaling out what is referred to as the "main contract". We therefore ask your acceptance of the main contract work consisting of all the project except the epoxy asphalt surface covered by this substitute agreement, thereby releasing Murphy Pacific Enterprises and their surety from any further responsibility for this project.

RDC:ljt
cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5-7-75

7276 B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 6, 1975

FILE: MAI 11

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: RESULTS OF ISOLV TREATMENT
FREMONT BRIDGE

TO: D. H. MOEHRING
Maintenance Engineer

NOTED
A. E. JOHNSON

Attached are two sheets which show the results of the ISOLV application to the top deck of the Fremont Bridge last winter. Our observations are that the ISOLV seems to be effective in frosty conditions, or during periods of freezing fog. Rain showers or small amounts of wet snow seem to dilute it and render it ineffective.

The major problems with the ISOLV treatment is that we are dependent on the weather forecasts for determining when it should be applied. If the forecast is for freezing conditions, the ISOLV is applied. If the freeze does not occur, the ISOLV is wasted. You will note that in several instances it was applied during the freezing condition with good success, but we would prefer to apply it before the ice or frost forms.

We plan to continue the application of ISOLV to the top deck of the Fremont Bridge in the future. We also plan to extend its coverage to some of the concrete approach ramps to minimize their icing conditions.

ELH/cr
Attachments
cc A. E. Johnson w/attachments
H. S. Coulter "
W. J. Hart "
R. N. Bothman "
James McClure "

RECEIVED
STATE HWY ENGR
MAY 7'75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RESULTS OF ISOLV TREATMENT - FREMONT BRIDGE A.C. DECK

DATE APPLIED	TEMP. FORECAST	TIME	AMOUNT	RESULTS
12-22-74	Frost 30°	2:00 PM	175 Gal.	Frost did not form on deck, only on shoulders that were not treated. Some frost on left lane west side where traffic had not traveled very much.
12-23-74	Frost 30°	2:00 PM	175 Gal.	No frost or ice.
12-27-74	Fog 30°	8:00 PM	175 Gal.	This was application made night previous to accident on ramp involving pedestrian knocked off bridge. No ice or any problem observed by night patrol. Ramps were sanded 6:30-7:30 AM and no ice observed then.
12-28-74	32°	9:30 PM	175 Gal.	No frost or ice.
12-30-74	32°	2:30 PM	175 Gal.	No frost or ice.
1-8-75	Snow 30°	11:00 AM	250 Gal.	Applied on wet pavement and rain. Cleared and froze about 9:00 PM. Black ice formed. Treated again and ice was melted. Did not form again during night while ramps remained frozen.
1-11-75	Freezing rain 25°	8:30 PM	250 Gal.	Was applied two hours before freezing rain started. An extreme ice condition everywhere, but no ice formed on deck. Was observed by three sander operators at 12:00 AM, 1:00 AM, 2:00 AM, 3:00 AM, 4:00 AM, 6:00 AM, 6:30 AM.
1-27-75	Mid-twenties	12:30 AM	200 Gal.	Was applied on wet deck after wet snow removed and just at or before freeze started. Observed several times during night and early morning. Ice on all the ramps, but none on A.C. deck where treated. Worked very well.
1-27-75 Also SB ramp	Mid-twenties	3:30 PM	200 Gal.	Applied to SB ramp to Fremont from I-5 and to top deck. Ramp mostly wet from melting snow. Top deck right lane partially wet. Not much ice or frost. No problems.
1-29-75 Also SB ramp	20°	3:30 PM	200 Gal.	Applied to SB ramp to Fremont from I-5 to top deck. Also top deck. Dry and 38° when applied. Frost formed on all ramps, but top deck wet and completely clear of ice.

DATE APPLIED	TEMP. FORECAST	TIME	AMOUNT	RESULTS
1-30-75 Also SB ramp	1"-3" snow	3:30 PM	200 Gal.	Applied to SB ramp to Fremont, also top deck. Temp. stayed above freezing, no problems.
1-31-75 Also SB ramp	1"-3" snow	3:30 PM	200 Gal.	Same application. Snow showers 6:00 AM Feb. 1. Ramps packed snow. Treated area completely clear.
2-1-75	32°	2:30 PM	125 Gal.	No problems, didn't freeze.
2-4-75	Snow showers 30°	8:30 PM	200 Gal.	Applied to SB ramp to top deck, also top deck at 2 gal. per M sq. ft. Snow on ramps and bridge. Not too much difference in amount of snow and slush on treated and untreated. Mostly slush on deck. No pack. Bridge fairly damp when treated. Heavy shower soon after snow started about 1:30 AM on the 5th. No traffic problems.
2-5-75	Snow, freezing rain, rain.	7:30 PM	200 Gal.	Same application. Freezing rain started but quit and no problems.
2-8-75	Freezing rain.	5:30 PM	200 Gal.	Same application, also lower deck west side gore 405-505. Ice had already formed. Treatment removed right away. However, freezing rain continued and ice built up requiring a light sand application.
2-15-75	28°	2:00 AM	200 Gal.	Deck frost covered. Application removed frost. No more problems.
2-16-75	30°	12:01 AM	200 Gal.	No frost, no problems.
2-20-75	Clear 28°	3:00 PM	200 Gal.	Same application. Heavy frost formed on shoulders where not treated. Traffic lanes were clear. A little frost on skip lines and extreme left lane where traffic very light.
2-21-75	Clear 32°	3:30 PM	150 Gal.	Very light general frost. No frost formed on bridge. This was last application. End of ISOLV.

7276

B

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 30, 1975

Mr. Bob Gaul
1411 Industrial Avenue
San Carlos, California 94070

Re: Contract No. 7276

Dear Mr. Gaul

Under the terms of the Agreement by which your firm was substituted in responsibility for Murphy Pacific, the asphalt paving surface was guaranteed for a period of two years. This will confirm our conversation today in which we agreed that the two-year period will run from the date on the front of the contract, March 21, 1975.

Sincerely

Pat Randolph

Patrick A. Randolph, Jr.
Assistant Attorney General

dc
cc: Mr. Scott Coulter
Mr. Walt Hart
Mr. Ed Hart
Mr. Dan Bacon
Mr. John Bond
Mr. Jay Murphy
Mr. Ken Crook

RECEIVED
MAY 1 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7276

B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

Bob Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 29, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Contract Acceptance

Contract ~~7915~~ 7276 jlh, Work Completed June 21, 1974

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

Herewith a copy of the substitution agreement which transfers the remaining responsibility for the apoxy asphalt surface to Adhesive Engineering Company from the prime contractor, Murphy Pacific Enterprises. This agreement has been fully executed and the bond that it requires has also been provided now. This is for the purpose of finaling out what is referred to as the "main contract". We therefore ask your acceptance of the main contract work consisting of all the project except the epoxy asphalt surface covered by this substitute agreement.

This request for acceptance supercedes the one we sent to you 11-19-73.

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the main contract work.

Acceptance Date April 29, 1975

RECEIVED
MAY 1 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

for G. L. Green
Division Engineer

5-1-75
cy Keasey
Church

RECEIVED
STATE HWY ENGR
MAY 1 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: F.B.Klaboe
C.T.Keasey
R.D.Church

Form 81-734-3122

7276

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 29, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: MEMO TO THE FILE

SUBJECT: Wear Monitoring on Epoxy
Asphalt Deck
Fremont Bridge
Contract No. 7276

Murphy Pacific's responsibilities for the quality of the epoxy asphalt top deck of the Fremont Bridge have been transferred to Adhesive Engineering Corp. Scott Coulter has informed Adhesive Engineering that they should contact me for information regarding the wear tests that we are performing on the Fremont. This wear test program, as I understand it, is a comparison of the wear of the Fremont top deck to that of the Ross Island and Sellwood Bridges, which are paved with the same material. Each bridge pavement's wear is to be adjusted according to traffic volumes for comparison. Wear on the three bridges will be measured in the spring and in the fall as a minimum by Phil Shollian under Gordon Beecroft's direction using the shadow box, and by John Howard using a straight edge. Copies of all test results will be sent to this office. It is requested that copies of previous wear test results be forwarded to this office in order to complete our file.

As part of the testing program, John Howard will make sure that traffic counts will be available for adjusting the wear data. This testing program is to last for two years maximum. There seems to be some confusion as to whether the starting date for the two-year period is February 1, 1975 or March 19, 1975. Our information is that Pat Randolph will clarify that question. The purpose of this memo is to document that this office is to be kept informed of the test results. If additional information pertinent to this testing program comes to the mind of any of the readers of this memo, they are requested to advise this office.

RECEIVED
APR 30 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

ELH/cr
cc H. S. Coulter
John Jenkins
Walt Hart
C. T. Keasey
Gordon Beecroft
R. N. Bothman
John Howard
Pat Randolph

7-76 4-14-75 B

Bond 557-63-78
C?A #5253

SUPPLEMENTAL PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that we, Adhesive Engineering Company, a California corporation, ("Adhesive") as Principal, and American Casualty Company of Reading, Pennsylvania, a corporation duly organized and existing under and by virtue of the laws of the State of Pennsylvania, and duly authorized to transact the business of surety in the State of Oregon, as Surety, are jointly and severally held and bound unto the State of Oregon, by and through its Department of Transportation, Highway Division, ("State") in the sum of Seven Hundred Thousand and 00/100 Dollars ($700,000.00), for the payment of which we jointly and severally bind ourselves, our heirs and executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

THAT, WHEREAS, Adhesive, on or about the 20th day of November, 1969, made and entered into a certain subcontract with Murphy Pacific Enterprises ("Murphy"), a joint venture, under which Adhesive agreed to furnish and provide epoxy asphalt pavement for the upper deck of the Fremont Bridge in Portland, Oregon, in accordance with the terms, conditions, and requirements of a certain contract between Murphy and State, dated August 7, 1969, which contract is more fully described as Oregon State Highway Department Contract No. 7276 ("main contract"), and

WHEREAS, State, Murphy, and Adhesive, have, on or about February 1, 1975, executed a certain Agreement (the "Agreement"), under which State has agreed to release Murphy from its obligations under the main contract with respect to the epoxy asphalt pavement; and under which Adhesive has accepted the obligations of Murphy thereunder, as modified by the Agreement; and

WHEREAS, a copy of the executed Agreement is attached hereto and by reference made a part hereof; and

WHEREAS, pursuant to said Agreement, this Supplemental Performance Bond satisfies the requirements of Section 3(g) of the main contract and paragraph 5 of the Agreement;

NOW THEREFORE, if Adhesive shall faithfully and truly observe and comply with the terms of the Agreement and of the main contract, as modified by the Agreement, and specifically if the epoxy asphalt paving shall, at the end of the two-year period following conditional final acceptance of the project by the State (as defined in the Agreement), have complied with the pull-out test requirement set forth in Section 3(c-2) of the specifications of the main contract or with such other alternative test requirement as may be adopted or accepted by State and shall have complied with the warranty for said paving project set forth in the main contract; and if Adhesive shall well and truly perform all matters and things undertaken to be performed by them under the Agreement and main contract, as modified by the Agreement, upon the terms proposed therein, and shall do all things required of them by the laws of this State and shall indemnify and save harmless the State, and members thereof, its officers, employees and agents, against any direct or indirect damages of every kind or description that shall be suffered or claimed to be suffered in connection with or arising out of the performance by Adhesive of the Agreement and main contract, as modified, then this obligation is to be void, otherwise to remain in full force and effect.

In no event, except as provided above, shall the obligations under this Supplemental Performance Bond terminate without written consent of the State.

Signed and sealed this 14th day of April, 1975.

ADHESIVE ENGINEERING COMPANY
"Principal"

By
President

Attest: Claudia A. Clark

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Sandy Keller

AMERICAN CASUALTY COMPANY OF
READING, PENNSYLVANIA

By William D. Wells
Attorney-in-Fact - William D. Wells

Countersigned:

Resident Agent

Copy to Coulter 4/18
Pat Randolph has looked at form
C.H.

RECEIVED
APR 18 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

AMERICAN CASUALTY COMPANY
OF READING, PENNSYLVANIA
EXECUTIVE OFFICES: CHICAGO, ILLINOIS
A PENNSYLVANIA CORPORATION

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men by these Presents, That AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA, a corporation duly organized and existing under the laws of the Commonwealth of Pennsylvania, and having its principal office in the City of Chicago, and State of Illinois, does hereby make, constitute and appoint HAROLD W. VAN TREESE, RICHARD V. ALEXANDER, HAROLD H. WELLS, WILLIAM D. WELLS, INDIVIDUALLY

of INDIANAPOLIS, INDIANA

its true and lawful Attorney-in-Fact with full power and authority hereby conferred to sign, seal and execute in its behalf bonds, undertakings and other obligatory instruments of similar nature as follows:

WITHOUT LIMITATIONS

and to bind AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA and all the acts of said Attorney, pursuant to the authority hereby given are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company:

"Article VI — Execution of Obligations and Appointment of Attorney-in-Fact

Section 2. Appointment of Attorney-in-fact. The President or a Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The President or any Vice President or the Board of Directors may at any time revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 11th day of November, 1966:

"Resolved, that the signature of the President or a Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 2 of Article VI of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any such power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

In Witness Whereof, AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed this 15TH day of MAY 1973.

AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA

JULY 31, 1902

State of Illinois }
County of Cook } ss

R. J. WALL Vice President.

On this 15TH day of MAY, 1973, before me personally came R. J. WALL to me known, who, being by me duly sworn, did depose and say: that he resides in the Village of Western Springs, State of Illinois; that he is a Vice-President of AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA, the corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

CAROL WALCZAK

Carol Walczak

CAROL WALCZAK Notary Public.

My Commission Expires October 3, 1976

CERTIFICATE

I, HAROLD P. SCHULER, , Assistant Secretary of AMERICAN CASUALTY COMPANY OF READING PENNSYLVANIA, do certify that the Power of Attorney herein above set forth is still in force, and further certify that Section 2 of Article VI of the By-Laws of the Company and the Resolution of the Board of Directors, set forth in said Power of Attorney are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said Company this 14th day of April, 1975.

JULY 31, 1902

Harold P. Schuler

HAROLD P. SCHULER Assistant Secretary.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

#7276

B

211 State Highway Building
March 25, 1975

Mr. Ken Crook
1100 First Federal Building
11 N. Pennsylvania
Indianapolis, Indiana 46204

Mr. R. W. Gaul
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

MISC. CONTRACTS and
AGREEMENTS No. 5253

Mr. Jay Murphy
Murphy Pacific Enterprises
P.O. Box 23007
Oakland, CA 94623

Re: Adhesive Engineering-Murphy Pacific Substitution Agreement

Gentlemen

Cecil Head's letter of March 19th forwarding the executed copy of the contract suggests that the contract releases Murphy Pacific and its bond from obligations with respect to the Fremont Bridge project. This letter will confirm our telephone conversation of March 20, 1975, in which I indicated that under the terms of the contract, Murphy Pacific and its bond will not be released until Adhesive Engineering has filed and the state has approved an executed bond guaranteeing its performance under the substitution agreement as required in that agreement.

Sincerely

Patrick A. Randolph, Jr.
Assistant Attorney General

PAR:ch;hg
cc - Al Johnson
Scott Coulter
C. W. Head
Walt Hart

FORM E-30X

Files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 19, 1975

TO

MEMO TO THE FILE

ORIGINAL SIGNED BY
A. E. JOHNSON

FROM A. E. Johnson
Deputy State Highway Engineer

MISC. CONTRACTS and
AGREEMENTS No. 5253

SUBJECT Fremont Bridge Surfacing Project

On this date, Chairman Glenn Jackson approved an agreement among the State, Murphy Pacific Corporation, and Adhesive Engineering Corporation (facilitating the closing out of Murphy-Pacific work on the Fremont Bridge Project.)

The epoxy asphalt paving surface on the bridge (installed by Adhesive Engineering Corporation) has not met specification requirements relating to the wearability, although there has been no safety hazard. The balance of the Murphy-Pacific job has been approved and this agreement will permit the release of Murphy-Pacific and its bond by substituting Adhesive Engineering as the sole guarantor of performance of the epoxy asphalt surface. Adhesive Engineering Corporation will be required to post a bond in an amount sufficient to cover the costs of replacement of the surface if necessary at the end of the two-year period, if they have not demonstrated that the surface meets specification requirements.

This agreement was approved by Chairman Jackson on the basis that it transfers the same responsibility previously held by Murphy-Pacific in connection with this surface to Adhesive Engineering Corporation, with a suitable bond.

AEJ:ja

cc Transportation Commission
F. B. Klaboe
Cecil Head
H. S. Coulter
E. S. Hunter
Walt Barrie
C. T. Keasey
Walt Hart
R. N. Bothman

FILED
[illegible] HEAD

#7276

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

NOTED
H. S. COULTER

March 5, 1975

Mr. J. T. Murphy
Murphy Pacific Corporation
P. O. Box 23007
Oakland, CA 94623

Dear Mr. Murphy

Thank you for forwarding to me executed copies of the substitution agreement among Murphy Pacific, Adhesive Engineering and the State of Oregon. When this agreement was first drafted, I sent you a letter, dated August 28th, 1974, which set forth the formalities the State would require in connection with the execution of the agreement. A copy of that letter is enclosed. On numerous occasions I have indicated to Mr. Crook that the State still expected that the requirements set forth in this letter would be satisfied. I have no reason to assume that Mr. Crook and your Company are not meeting the requirements of the August 28th letter, but I thought it might be appropriate to reiterate our expectations in writing.

Sincerely yours

Patrick A. Randolph, Jr.
Assistant Attorney General

PAR:clh
enclosure
cc: Ken Crook
Walt Hart
H. S. Coulter

RECEIVED
MAR 5 1975
Office of
Assistant State Highway Engineer

xxxxxxxxxxxxxxxxxxxx

211 State Highway Building

August 28, 1974

Jay T. Murphy
Murphy Pacific Corporation
P.O. Box 23007
Oakland, California 94623

Dear Mr. Murphy

I have enclosed six copies of the proposed agreement among Murphy, the State of Oregon, and Adhesive Engineering, relating to the asphalt surfacing on the Fremont Bridge. I understand that you will present this contract to the officials of the several corporations involved and return executed copies to me for final approval and execution by the Highway Division.

In connection with the execution of these contracts, we will need an opinion of the General Counsel for Adhesive Engineering stating that the Counsel has reviewed the instant contract and that, in his opinion:

1. The corporation is duly authorized and validly existing and in good standing under the laws of the state of formation and is qualified to do business and in good standing in the State of Oregon. Further, that the corporation has all requisite powers to carry on its business as now being conducted.

2. The execution and delivery of the agreement is properly and duly authorized and is a valid and binding obligation of the corporation, and neither the execution and delivery of the agreement nor the carrying out of the duties set forth therein will contravene any provisions of the corporation's articles of incorporation or by laws or the provisions of any indenture, contract or agreement to which the corporation is a party or by which it is bound.

3. The corporation has full power and authority to carry out each and every obligation of the corporation as set forth in the contract.

4. To the best of the knowledge of the General Counsel, there is no action, suit, proceeding, or claim pending or threatened which would effect or relate to the agreement except those claims described in the agreement.

Further, as to each corporation we will need a certificate executed by the Secretary indicating the names of the principle officers of said corporation, including the General Counsel, and their terms of office (if applicable).

Finally, you should be aware that the contract requires that the bonding company specifically acknowledge in writing the instant contract. This may be done in the bond or by separate letter addressed to me, indicating that the bonding company acknowledges the facts and terms set forth in the contract.

Please let me know if you have any questions. I look forward to hearing from you in the near future with regard to this contract.

Sincerely

Patrick A. Randolph, Jr.
Temporary Assistant Attorney General

PAR:hg

Enclosures

#7276

February 6, 1975

Photo-Art Commercial Studios
900 S. W. 13th Avenue
Portland, OR 97205

MISC. CONTRACTS and
AGREEMENTS No. 5201

Gentlemen:

Attached for your records is a fully executed original agreement covering the completion of a 16mm sound film of the construction of the Fremont Bridge.

We have retained a fully executed copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Photo-Art Commercial Studios
900 S.W. 13th Avenue
Portland, OR 97205

Attention: Dick Powers (xerox copy of agree. att.)

Walt Hart
Attn: Jack Davis
(xerox copy of agree. att.)

7276 S

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 3, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge
Documentary Film

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTENTION: Mr. A. E. Johnson
Deputy State Highway Engineer

NOTED
A. E. JOHNSON

We have reviewed Mr. Johnson's outline summary of a proposed documentary film. We commend you on a well thought-out program which should be not only interesting but helpful in explaining construction procedures on this major structure. It would have been desirable to review an outline on the initial film; however, the interest expressed indicates how well it was received. The additional $4,000 requested does not appear to be excessive for the final documentary.

FHWA will participate in the cost of both the film titled "Fremont Closing the Gap" and the documentary.

G. L. Green
G. L. Green

Copies to
Hunter
Coulter
Hart
Bockman
Sund
8-6-73

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
FOR

Info	Inves	RID	DIR	Sign	Act	File

7276

July 31, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Documentary Film of the Fremont Bridge

The commercial film produced by The Van Acker Company of the lift of the main span of the Fremont Bridge entitled "Fremont - Closing the Gap" is now in use by the Highway Division and already has been shown at numerous meetings and gatherings. The film, approximately eighteen minutes in length, is considered excellent in quality (both photographically and in final production) and has been well received at all of its showings. There is a continued demand for showing of it at various organizational meetings and group functions. This film is highly suitable for the purpose of entertainment and general interest, as it contains the general procedure and some of the problems in completing the lift.

As you are aware, however, it does not contain sufficient information to be considered a documentary film or engineering record of the lift. It is now proposed to make such a documentary film of the Fremont Bridge, which will include a short review of the construction of the bridge and approaches to the lift of the main span; the lift of the main span; and completion of the bridge after the lift. Approximately 10,000 feet of film shot during the construction of the piers, approaches, and back spans are now being reviewed and edited for possible use in the film.

It is considered that the lift of the main span is the most unique feature of the construction of this bridge and will, therefore, comprise the main portion of the film. Since there is considerable detail of the lift to be covered in the film, and in order to keep the length of it limited to a reasonable time, only short summary scenes of general interest will be used showing construction of the approaches, with no detail included of construction or problems encountered. In addition, a large portion of the film shot prior to the lift is suitable for record purposes, but the quality is not satisfactory to be used in the finished product.

In general, the proposed film will be approximately one hour in length. Of this hour, 10 to 15 minutes will be used in the introduction and construction of the approaches and main span prior to the lift, 30 to 40 minutes showing the moving and lifting of the main span, with the remaining time dealing with the completion of the structure and opening to traffic.

A brief summary of the film is as follows:

INTRODUCTION

Location of the bridge in Portland with respect to the river, traffic problems, freeways, et cetera.

PRELIMINARY CONSTRUCTION

Selected scenes of interest summarizing the construction of the approaches, piers, back spans, and main span at Swan Island. Some time-lapse photography may be used in this section.

LIFT OF THE MAIN SPAN

This section of the film will be as highly detailed as possible, showing the floating of the main span at Swan Island, moving the span to the structure site, turning the span, connection of the lifting rods, and raising the span to its final position. Preparation of the back spans for the lift will be included in the section, showing the jacking beams, jacks, hydraulic console, lifting rods, and other related equipment.

Sufficient film is available to show a rather detailed account of the equipment, methods and procedure used in raising the main span. Film shot by State personnel will be supplemented by interesting and detailed film offered by Mr. Dick Powers of Photo Art Studios in Portland.

COMPLETION OF THE BRIDGE

Filming of the structure has continued since the completion of the main span lift. This will include erection of the lower deck on the main span; forming, reinforcement, and pouring concrete for the lower deck; paving the upper deck; final painting; and other work incidental to the completion of the structure. Appropriate portions of this will be included in the final film.

Preliminary cutting and editing of the available film is now in progress by our Bridge Section. At the completion of the preliminary editing and composition of a general outline for narration, it will be necessary to obtain professional help for the completion of the film. This will include final cutting and editing of the film, adjusting the narration and film scenes to correspond, photographic affects, titles, and production and application of the final sound track.

Mr. Dick Powers of Photo Art Studios in Portland has been contacted about the professional help required. Mr. Powers has informed us that his company has all the necessary equipment required to produce the final film, and will furnish an example of their work for our review before a decision is made to use their company. Photo Art Studios has a flat rate fee of $12.50 per hour for this type of work. Based on the information we were able to give him at the time, Mr. Powers estimated a final cost of $2,500, which includes the editing, sound track, and all other work shown above, as well as any or all of the film shot by Mr. Powers that we elect to use. Since the scope of the film has been expanded after we talked to Mr. Powers, we assume that a final cost of $4,000 would be appropriate and would cover any unforeseen costs, allowing a production that would be highly entertaining and informative as well as documentary in nature.

To date, all costs of film, processing, and photography have been charged to the various Fremont Bridge approaches and superstructure engineering prefixes. No breakdown of costs of this photography has been made; however, since most of this film was made for record purposes rather than for the production of the proposed film, such costs should not be attributed directly to the proposed film. Rather, the use of portions of the record film in the documentary film may be considered an additional benefit. The estimated $4,000 for the completion of the documentary film will be the cost of the professional help and film shot by Mr. Powers as shown above, and will be outside of the charges made to the engineering prefixes.

With this letter, we ask the Federal Highway Administration's participation in the cost of the production of this film as well as the commercial film "Fremont - Closing the Gap", as a public-relations film. Both will be highly useful -- the commercial film for showing to groups who are not necessarily engineering oriented and for possible use on television; and the documentary film for use with engineering groups where a more detailed account of equipment and methods used is required.

Credit to the Federal Highway Administration was not contained in the commercial film due to an oversight in production. The error is being corrected at this time with the addition of credit to the existing and future copies of the film, including copies to be furnished to the Federal Highway Administration. Such credit will be contained in the proposed documentary film.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
Walter J. Hart
R. H. Bothman
Gary Sund

JD:ag/AEJ:ja

superstructure engineering prefixes. No breakdown of costs of this photography has been made; however, since most of this film was made for record purposes rather than for the production of the proposed film, such costs should not be attributed directly to the proposed film. Rather, the use of portions of the record film in the documentary film may be considered an additional benefit. The estimated $4,000 for the completion of the documentary film will be the cost of the professional help and film shot by Mr. Powers as shown above, and will be outside of the charges made to the engineering prefixes.

With this letter, we ask the Federal Highway Administration's participation in the cost of the production of this film as well as the commercial film "Fremont - Closing the Gap", as a public-relations film. Both will be highly useful -- the commercial film for showing to groups who are not necessarily engineering oriented and for possible use on television; and the documentary film for use with engineering groups where a more detailed account of equipment and methods used is required.

Credit to the Federal Highway Administration was not contained in the commercial film due to an oversight in production. The error is being corrected at this time with the addition of credit to the existing and future copies of the film, including copies to be furnished to the Federal Highway Administration. Such credit will be contained in the proposed documentary film.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
Walter J. Hart
R. N. Bothman
Gary Sund

JD:ag/AEJ:ja

Form 81-734-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7276

Order No. 18

Section FREMONT BRIDGE

Date March 1 1974

Highway Stadium Freeway

F.A.P. No. I-405-8(17)303

County Multnomah

Prefix 626-1013

Account No. 279-18

Description of Work To Be Done:

Complete documentary sound film of the construction of the Fremont Bridge.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Estimated lump sum cost of commercial film company to perform final editing, narration, sound track, and misc. work to complete film:	$2,500
Labor, State: Complete filming, rough editing, rough narration, final film supervision: 120 hrs. @ 8.60	1,032
Materials: Film and processing, film editor and supplies:	468
Total	$4,000

Explanation:

To provide documentary film record of the construction of the Fremont Bridge and the lift of the mainspan. Approval of the production of the film by the Federal Highway Administration by letter from G. L. Green, Div. Engr., 8-3-73

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$29,359,902.30
Present estimate of project cost, including $4000 for work under this order	$28,965,336.18
Expected under-run (amount)	$394,566.12
Expected under-run (per cent)	1.3%

Space to right of this is for use of Salem Office

Submitted by: BRIDGE SEC. ~~Resident Engineer~~

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

7276

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

February 15, 1974
Salem, Oregon

FROM: Walter J. Hart
Bridge Engineer

TO: A. E. Johnson
Deputy State Highway Engineer

SUBJECT:
Technical Film
Fremont Bridge
Contract 7276

With the exception of final footage for three items, the filming of the construction of the Fremont Bridge is completed. Weather permitting final footage on the following items will be obtained during the week of February 18.

a. Footage of the structure under traffic

b. Footage of the deterioration of the upper deck epoxy asphalt wearing surface

c. Footage of the cracking occurring in the lower deck reinforced concrete surface

After completion of this filming, the film should be edited to become a technical record of the construction of the bridge including the lift of the center span. Work remaining to complete the film is as follows:

1. Complete review and editing of film taken by Cunningham's crew and others prior to the lift of the center span. This includes all film taken from beginning of construction of the bridge and its approaches approximately 96 rolls (1 roll = 100 feet = 2 3/4 minutes). Of these, approximately 40 rolls have been edited.

2. Review and editing of film taken after completion of the center span lift. This film includes such items as erection of the lower deck steel, pouring of the lower deck concrete, paving the upper deck, people's day, and the bridge opening ceremonies.

3. After the above preliminary editing is complete, assemble all film including film previously edited of the center span lift (98% complete) into sequence and rough cut for final film.

RECEIVED
STATE HWY ENGR
FEB 15 '74
REFER TO
FOR
Info | Process | R/D | D/R | Sign | Act | File

A. E. JOHNSON

4. Write rough narrative for the film to conform to the rough cut of the film.

5. Upon completion of these steps, the film will be taken to a commercial company for final cutting, titles, narration and sound track. During this final assembly someone from this department would work closely with the outside company to ensure inclusion and correctness of required technical data. This version of the work is estimated to cost $3,000.

We estimate that approximately four to five weeks will be required to reorganize the film and complete the rough cut,and another two weeks will be required for preparation of the rough narration.

By letter of August 3, 1973, the FHWA indicated they would participate in the estimated cost of $4,000 to complete this technical film. With your approval we will proceed with the steps necessary to complete work on the technical version of the Fremont construction film.

WJH/ag

cc E. S. Hunter

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 2-19-74

cc: E. S. Hunter
cc: Walt Hart

7116

5

NOTED
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 5, 1973

Mr. Harry Watkins
Harry Watkins Advertising Productions
Penthouse, Tower Building
Seattle, Washington 98101

NOTED
A. E. JOHNSON

Dear Harry:

Thanks for your letter of August 29 outlining some of the particulars on the revision to the Fremont Bridge film.

As you suggest, redo the credits on the three new prints van Ackeren is now making for us so that both the lead and tail reflect the participation of the Federal Highway Administration, i.e. "Presented by the Oregon State Highway Division in cooperation with the Federal Highway Administration."

When we send the three existing prints back to you for revision, ask Mike to correct only the tail credit. It'd be too costly to redo the lead credits on the existing prints.

Best Regards,

Gary L. Sund
Public Affairs Director

GLS:jr

bcc: A. E. Johnson
Walt Hart
Bob Bothman

RECEIVED
STATE HWY ENGR
SEP 6 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form E-123

SUND ✓
SIPPRELL
EARLEY
FRYER
PHOTO LAB

HARRY WATKINS
ADVERTISING PRODUCTIONS
TOWER BUILDING
PENTHOUSE
SEATTLE,
WASHINGTON 98101
623-0076

August 29, 1973

Mr. Gary L. Sund
Public Affairs Director
Oregon State Highway Divison
Salem, Oregon 97310

Dear Gary:

I have contacted the van Ackeren Company and they are moving ahead on making the title changes you requested. There is one problem that I perhaps did not make clear on the phone.

We cannot add the title's (which are supered) to the current prints you now have. The method of putting a title over a scene is an optical printing process and a finished print just can't be altered in the way you wish.

There is owe other possible solution. At the tail of the film the OSH credit is in black. We could re-shoot the credit as you desire and splice into existing prints as well as add on to the new ones. This is a money saver and a time saver as well.

Let me know your decision as soon as possible and I will preceed from there.

Regards,

Harry Watkins

Harry Watkins

7276

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FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7276

DATE July 6, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

Walter J Hart

SUBJECT Documentary Film of the Fremont Bridge

RECEIVED
STATE HWY ENGR
JUL 9 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

It is now proposed to make a documentary film of the Fremont Bridge which will include construction of the bridge and approaches prior to the lift of the main span, the lift of the main span, and completion of the bridge after the lift. Approximately 10,000 feet of film shot during the construction of the piers and approaches is now being reviewed and edited for possible use in the film.

It is considered that the lift of the main span is the most unique feature of the construction of this bridge and, therefore, will comprise the main portion of the film. Since there is considerable detail of the lift to be covered in the film, and in order to keep the length of the film limited to a reasonable time, only short summary scenes of general interest will be used showing construction of the approaches with no detail of construction or problems encountered included. In addition, a large portion of the film shot prior to the lift is suitable for record purposes, but is not of satisfactory quality to be used in the finished film.

In general, the proposed film will be approximately one hour in length. Of this hour, 10 to 12 minutes will be used in the introduction and construction of the approaches and main span prior to the lift, 30 to 40 minutes showing the moving and lifting of the main span, with the remaining time dealing with the completion of the structure and opening to traffic.

A brief summary of the film is as follows:

Introduction

Location of the bridge in Portland with respect to the river, traffic problems, freeways, et cetera.

Preliminary construction

Selected scenes of interest summarizing the construction of the approaches, piers, back spans and main span at Swan Island. Some time-lapse photography may be used in this section.

RECEIVED
STATE HWY ENGR
AUG 2 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Lift of the Main Span

This section of the film will be as highly detailed as possible, showing the floating of the main span at Swan Island, moving the span to the structure site, turning the span and connecting the lifting rods, and raising the span to its final position.

Sufficient film is available to show a rather detailed account of the equipment, methods and procedure used in raising the main span. Film shot by State personnel will be supplemented by interesting and detailed film offered by Dick Powers of Photo Art Studios of Portland.

Completion of the Bridge

Filming of the structure has continued since the completion of the main span lift. This film will include erection of the lower deck on the main span, forming, reinforcement and pouring of the concrete for the lower deck, paving of the upper deck, final painting, and other work incidental to the completion of the structure. Appropriate portions of this film will be included in the final film.

Preliminary cutting and editing of the available film is now in progress by this office. At the completion of the first rough cut of the film, it will be necessary to write a rough narration for the film, outlining the items and sequence to be used in the finished film.

It will then be necessary to obtain professional help in making the finished film, which will include final cutting and editing of the film, adjusting of the narration and film scenes to correspond, photographic effects, titles, and production and application of the final sound track.

Mr. Dick Powers of Photo Art Studios in Portland has been contacted about the professional help required. Mr. Powers informed us that his company has all the necessary equipment required to produce the final film and will furnish an example of their work for our review. Photo Art Studios has a flat rate fee of $12.50 per hour for this type of work. Based on the information we were able to give him at the time, Mr. Powers estimated a final cost of $2,500. Since the scope of the film has been expanded since that time, we assume that a final cost of $4,000 would be appropriate and would cover any unforseen costs, allowing the production of a film that would be highly entertaining and informative as well as being documentary in nature.

To date all costs of film, processing, and photography have been charged to various Fremont Bridge approaches and superstructure engineering prefixes.

With exception of the time lapse photography, contracted to Photo Art Studio, all photography prior to the lift of the main span was performed by personnel from Metro Division and the Resident Bridge Engineer's crew. During the lift additional photography was performed by Jack Davis, Robert Rennels, and Gene Kinney. Since completion of the lift Jack Davis is continuing photography of the completion of the structure and is performing the initial sorting, editing, and assembly of the film. His time, film and processing are being charged to the engineering prefix for the structure. No breakdown of costs of the above film, processing, or photography has been made; however, since most of the film was taken for record purposes rather than for the production of the proposed film, such costs should not be attributed directly to the proposed film.

The estimated $4,000 for the completion of the film will be the cost of the professional help in completing the film and for purchase of appropriate portions of film taken by Photo Art Studio. This cost will be outside of charges made to the engineering prefixes.

JD:dh

7276

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FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1973

SUBJECT:

To: Vern Skoog
Controller
BUILDING

I am attaching for payment the original and two copies of an invoice received from Harry Watkins Advertising Productions in the amount of $270.00.

The invoice represents actual production costs incurred in the preparation of two extra 16mm prints of the film recently produced by the company for the Division on the events surrounding the raising of the Fremont Bridge center span.

Total cost of the initial film was $10,600, all of which has been paid. The FHWA participated in that venture as part of the interstate program.

The extra prints were ordered by me on the advice of Al Johnson. He informs me that the cost of these prints should be born in the same manner as the original film and does not require additional Commission action.

NOTED
A. E. JOHNSON

Gary L. Sund
Public Affairs Director

GLS:jr

Attachments

cc: A. E. Johnson

RECEIVED
STATE HWY ENGR
JUN 26 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7276

5

June 12, 1973

Mr. Glen Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 07308

#7726

Dear Mr. Green:

Fremont Bridge
Documentary Movie
Your File 10-35.6

The movie contracted to The Ackeren Company showing the lifting of the main span of the Fremont Bridge is considered a public relations film and has received satisfactory acceptance at several public showings. At this time, there are numerous requests for showing it at various organizational meetings.

As you noted in your letter, the film is not considered truly documentary as many of the details of lifting methods, problems encountered, and other procedures were not included. While many of these details are beyond the scope intended for general public viewing, they are nevertheless of considerable interest to engineers and a large portion of the public.

State personnel obtained considerable footage of movie film showing details of the preparation of the main span and approach spans, moving and positioning of the main span on the river between the approach spans, and lifting of the main span into its final position. Most of the details as itemized in your letter are included. Further, additional excellent footage was shot of this operation by Photo Art Studio of Portland, and has been offered for sale to us for our use.

The remainder of the construction of the Fremont Bridge superstructure is being filmed as it progresses, including erection of the lower deck beams, placing of steel stay-in-place deck forms, and the eventual pouring of the lower deck and completion of other work. It is our intent to produce a documentary film using this footage when the project is completed. Use of the contracted film as a basis for the documentary film is not practical due to the number of items to be covered and numerous other technical problems. We have, however, sufficient footage available to produce a film of 40 to 60 minutes in length, which should adequately cover the subject.

Preliminary editing is now in progress and we expect that professional help and advice will be required for final editing, application of the sound track, and completion of the final film.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe (enc.)
H. S. Coulter "
E. S. Hunter "
Walt Hart "
R. N. Bothman "
R. O. Cunningham "
Gary Sund "

JD:ag/dh ja

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: May 29, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge
Contracted Movie

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTENTION: Mr. A. E. Johnson

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO Hank
FOR
Info
Inves
R/D
D/R
Sign
Act
File
Pls discuss

We have recently reviewed the contracted movie on the erection of the Fremont main span. The composition and photography is excellent and the feature is extremely interesting. It is a good public relations movie about the complexities of this type of construction.

We feel as you do that for the agreed documentary there is need for more specific details. Additional items might be:

1. Reasons for barge listing
2. Climatic conditions such as wind and water velocity, river rise and tidal effects
3. Tugboat considerations such as tugboat size, telephonic communication, anchorages, cables, and positioning
4. Rod coupling problems and preliminary test loadings
5. Jack assembly details and actual split-nut manipulation
6. Control during jacking including an effect of wind on structure
7. Actual bolting process

This is information that adds interesting details to the erection procedure and provides specific background for reference. This we feel is the documentation necessary. The movie presented is an excellent base to work from and we understand that you have considerable footage of film that shows the above mentioned details.

We recommend that you compile this additional film footage and incorporate it into a feature film as a document of this phase of construction. Our participation should not exceed the cost of the original contracted movie.

for G. L. Green

RECEIVED
JUN 4 1973
BRIDGE DIVISION

NOTED
W. J. HART

NOTED
A. E. JOHNSON

5

72:76

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

7-16

April 11, 1973

Mr. A. A. Kostelic, Surety
General Insurance Company of America
Safeco Insurance Companies
450 Sansome Street
San Francisco, California 94111

NOTED
A. E. JOHNSON

Dear Mr. Kostelic:

In reply to your letter of March 28, we are still in the process of reviewing hundreds of still pictures and slides as well as thousands of feet of film on the raising of the center span of the Fremont Bridge. When the screening process is completed, we feel that we will have some excellent material available for training purposes and will keep your request available.

In addition, we, in cooperation with the Federal Highway Administration, are having a documentary film made concerning this operation. It is expected that the film will be ready for viewing sometime in April, and we hope to make it available for public viewing after its official showings. As the FHWA has cooperated financially with us in the production of the film, we do not know at this time whether prints will be available for sale. When it is available for public viewing, we will schedule it for you and let you know if prints are available for purchase.

We agree that the operation was most dramatic and, I might add, highly successful.

Sincerely.

George M. Baldwin
Administrator of Highways

By Original Signed
JOHN J. EARLEY
John J. Earley
Public Information Officer

RECEIVED
STATE HWY ENGR
APR 12 '73
REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File

JJE:me
cc A. E. Johnson

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7276

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

April 11, 1973

7276

Mr. Dave Berger
Mitsubishi International Corporation
555 South Flower Street
Los Angeles, California 90071

NOTED
A. E. JOHNSON

Dear Dave:

In response to your recent telephonic query, we are still in the process of reviewing hundreds of still pictures and slides as well as thousands of feet of film on the raising of the center span of the Fremont Bridge. When the screening process is completed, we feel that we will have some excellent material available for training purposes and will keep your request available.

In addition, we, in cooperation with the Federal Highway Administration, are having a documentary film made concerning this operation. It is expected that the film will be ready for viewing sometime in April, and we hope to make it available for public viewing after its official showings. As the FHWA has cooperated financially with us in the production of the film, we do not know at this time whether prints will be available for sale. When it is available for public viewing, we will schedule it for you and let you know if prints are available for purchase.

We feel that the operation was most dramatic and highly scucessful and should serve as a fine training vehicle.

Hope to see you soon.

Sincerely,

George M. Baldwin
Administrator of Highways

By Original Signed
JOHN J. EARLEY

John J. Earley
Public Information Officer

RECEIVED
STATE HWY ENGR
APR 12 '73
REFER TO
FOR
Info | Hwys | R/D | DIR | Sign | Act | File

JJE:me
cc A. E. Johnson

Form E-123

RECEIVED

FORM E-20 (REV. 10-[illegible])

FOR FILING

I-405-5(17)303

7276

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 20, 1972

SUBJECT: Fremont Bridge
Contract No. 7276
Time Lapse Photo Coverage

To: A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

In the fall of 1969 we entered into agreements with Photo Art Commercial Studios, Inc. for time lapse motion picture coverage of the construction of the Fremont Bridge and its approaches. Two cameras are involved--one service costing $2500 and the other $3000. The term of this service in both cases was to be 26 months which at that time would have carried us to the anticipated completion date for the project.

The 26 month period in the case of the first camera has expired and is about to expire on the second one. Attached you will find a copy of a letter-type proposal from Photo Art extending our contracts with them using the same quarterly rates as established by the first agreements.

Our present practice has been to pay for this service on a three month basis. This three month charge has been calculated at 3/26th of the total cost, either $2500 or $3000. The proposed continuation of this agreement would utilize that same quarterly rate until the completion of the project.

Tallant
cy Skoog
Ed Hardt
1-25-72

I have discussed the extending of these agreements with Vern Skoog and he suggested that I forward this proposal to you for approval. Your approval is recommended.

H. S. Coulter
Metropolitan Engineer

By: Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

Approved 1-24-72
A E Johnson
Asst. State Hwy. Engr.

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:pb

Encs

SP*52475-794

PHOTO ART COMMERCIAL STUDIOS INC.
420 sw Washington Street, Portland, Oregon 97204
(503) 224-5665

CLAUDE F PALMER
President

photo art

Oregon State Highway Commission
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon

January 19, 1972

Attention Mr. Ed Hardt

Gentlemen:

Following our recent conversation concerning the service furnished by our two 16mm motion picture camera installations covering time-lapse film records of the construction of the Fremont Bridge, we are writing as follows.

We are willing to continue this service as covered in our previous letters of understanding, and at the same rates we have charged.

This, as you know, requires careful attention and frequent testing and surveillance including occasional changes in camera location.

This will constitute our acceptance of an extension until notified of termination by your office.

Sincerely,

PHOTO-ART COMMERCIAL STUDIOS, INC.

Claude F. Palmer

Claude F. Palmer, President

CFP/fdl

ETROPOLITAN ENGI
RECEIV
JAN 20 1

QUALIFIED PHOTOGRAPHER

RECEIVED
DEC 30 1969

FOR FILING

I-405-8(17)303
7276

November 6, 1969

Mr. Leander Quiring
Director
Department of General Services
General Services Building
Salem, Oregon 97310

Attention: Mr. Ramon A. Dowerell

Dear Mr. Quiring:

I am attaching our letter agreement with Photo Art Commercial Studios Inc. for the lapse photographic coverage of the construction on the East Fremont Interchange.

On November 4 I contacted you and received your verbal approval to proceed on this agreement. The Bureau of Public Roads has also approved this agreement and will participate in its cost.

Thank you for your assistance in this matter.

Very truly yours,

V. E. Shea
Controller

VES:bg
Attachment

cc: [illegible]
[illegible]
[illegible]

POSTED
LOYD QUI

PHOTO ART COMMERCIAL STUDIOS INC.
420 sw Washington Street, Portland, Oregon 97204
(503) 224-5665

AUDE F PALMER
esident

photo art

October 23, 1969

Oregon State Highway Department
Mr. A. E. Johnson, Metropolitan Eng.
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention Mr. Edward Hardt

Gentlemen:

This is to enter our estimate on the second location of a camera unit to make 16mm sequence photographs of construction for the new Fremont bridge.

We understand that this unit is to be located at the start on the Eliot school building, and that the interval between exposures is to be 30 minutes during working days and hours, as finally agreed on for the first unit.

As before, we will service and check the equipment at weekly intervals or as indicated to insure proper results and will check these with you. Also, we will expose a dating frame at monthly or shorter intervals to serve as a check on when the photographs were made.

We will use Eastman EF 7242 color film as specified, and on completion, will deliver to you all original film, and one color work print of same, all to be the property of the Oregon State Highway Commission.

We understand that this project will cover a period of approximately 26 months starting immediately on your notification.

Total cost of this project including displacement and maintenence of equipment, film, processing service, and the final work print will be $3,000.00 with a $500.00 contingency in case of unforseen factors beyond our control.

[illegible]
BRIDGE DIVISION
NOV [illegible] PM
AM
7,8,9,10,11,12,1,2,3,4,5,6

METROPOLITAN ENGINEER
RECEIVED
OCT 24 1969
☐ ME ☐ AME ☐ AME ☐ HDE ☐ MDE MTE

QUALIFIED PHOTOGRAPHER

This is slightly higher than in the first location because there we are using equipment already in hand, whereas here we have to purchase new and currently more expensive units which will be tied up for over two years and may have little salvage value.

As before, we will bill you on a monthly fee basis each 3 months to cover services, film, and equipment use, at three twenty sixths of the total of $3,000.00 with any contingency to be covered in the final billing.

As discussed previously, we appreciate being considered for this important work, and assure you of doing a satisfactory, dependable and professional job.

Sincerely,

PHOTO-ART COMMERCIAL STUDIOS

Claude F. Palmer

Claude F. Palmer, President

fdl

Approved: 11/7/69

Asst. State Hwy. Engr.

RECEIVED
MAY 10 1968
[illegible]

I-405-8(17)303

7276

Salem, Oregon
May 9, 1968

Mr. Gene Kinney
Aerial Photographer
Travel Information Division

Construction is underway on the Fremont Bridge. It is desirable that we keep a good photo log of this construction in order that we may be able to put together two films -- one technical and one for publicity purposes at the end of the project.

Would you kindly contact Al Johnson and determine the type of photo equipment he should be using to achieve this result.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
A. E. Johnson

7276

J

files

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 23, 1975

Mr. Jay Murphy
Murphy Pacific Enterprises
4300 Eastshore Highway
Emeryville, CA 94608

Dear Mr. Murphy:

Re: Fremont Bridge
Upper Deck Wearing Surface
Contract No. 7276

On July 2, 1974, you were advised that formal acceptance of the Fremont Bridge Superstructure was being withheld due to an out-of-specification condition in the upper deck wearing surface. Subsequent to that date considerable discussion has been held with your subcontractor for the upper deck wearing surface, Adhesive Engineering Company, Inc.

The intended purpose of these discussions was the execution of an agreement to transfer the contractual responsibility for the upper deck wearing surface from Murphy Pacific Enterprises to Adhesive Engineering Company, Inc. These discussions have failed to produce an agreement satisfactory to the parties involved.

This letter is to advise you that two alternates exist for resolution of this matter, both alternates being acceptable to the State.

Alternate 1 acknowledges that the top lift of the epoxy asphalt wearing surface fails to meet the pull-out test requirements of the contract and that plans should be made for its removal and replacement. The top lift will be removed and replaced from edge to edge of the traveled lanes. The top lift in the shoulder areas would not have to be removed. The first, or bottom lift of the wearing surface will be accepted as substantially complying with the pull-out test requirements of the contract. All other conditions of the contract warranty as they relate to the first lift and the shoulder paving of the second lift will remain in force.

7276

files

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 23, 1975

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Emeryville, CA 94608

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Alternate 2 would transfer the contractual obligation for the upper deck epoxy wearing surface from Murphy Pacific Enterprises to Adhesive Engineering Company, Inc. The vehicle for that transfer would be the execution of the attached agreement. In summary this agreement states that Adhesive Engineering assumes all warranty conditions for the epoxy asphalt wearing surface as set forth in the original contract. Adhesive would reserve the right (with State approval and control) to conduct a limited number of additional pull-out tests on the wearing surface at any time during the two-year warranty period following formal acceptance of the remainder of the contract. Ultimate failure of the wearing surface to pass the specified pull-out test would, at the State's discretion, call for removal and replacement of the epoxy asphalt wearing surface. The State intends, during the two-year warranty period, to conduct wear tests on the Fremont wearing surface and on the similar wearing surface of the Ross Island and Sellwood Bridges. Assuming that the pull-out test specification is not met, a wear rate on the Fremont Bridge equal to the wear rate on the Ross Island and Sellwood Bridges may be accepted in lieu of the pull-out test requirements of the contract. Similarly, under such circumstances, a wear rate on Fremont in excess of that experienced on the Sellwood and Ross Island Bridges could result in a call for replacement of the Fremont epoxy asphalt wearing surface.

The decision to substitute a wear test as an acceptance criteria in lieu of the specified pull-out test shall lie solely with the State. It should be understood that a wear test may be considered by the State as an acceptance criteria only in lieu of the pull-out test; all other conditions of the contract warranty as they relate to the epoxy asphalt wearing surface will remain in force.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Atts.

bc: A. E. Johnson
E. S. Hunter
H. S. Coulter
Walt Barrie
C. W. Head
Walt Hart
R. N. Bothman

NOTED
C. W. HEAD

WJH:dh HSC:ia srb

7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
January 2, 1975

FILE:

NOTED
H. S. COULTER

FROM: John C. Jenkins
Engineer of Materials
John C Jenkins

SUBJECT: Fremont Bridge
Epoxy Asphalt Concrete

TO: Mr. H. S. Coulter
Asst. State Highway Engineer

Walt Hart, John Howard and I met on December 31 to discuss criteria for resolving the Fremont Bridge epoxy asphalt acceptance problem. It was our concensus that (a) the first lift is acceptable at a reduced price and (b) the top lift should be evaluated on the basis of wear resistance.

Various other alternatives were considered and rejected as not resolving the problem. These ranged from acceptance of the overlay as being in substantial compliance to rejection of the entire overlay and included various intermediate positions utilizing measursment of wear and adhesion.

The basis for the recommended position with respect to the first lift is based on adhesion and cohesion tests performed on this layer and the statement by Mr. Chuck Siem of Bay Toll Crossings Division that 200 psi adhesion is not necessary for a good job; 150 psi is adequate. Four adhesion tests of the bottom lift were performed with the following numerical results:

1. North shoulder, panel point 1, hole 3, 190 psi, cohesion.
2. North shoulder, panel point 11, hole 8', 60.6 psi, cohesion.
3. South lane, panel point 36, hole 2, 180 psi, 80% cohesion.
4. South lane, panel point 46, hole 1, 176 psi, cohesion.

In addition, there were 6 nonnumerical tests reported as "lower layer in good shape and firmly attached to steel deck." In other cases both lower and top layers were removed with a screwdriver, or a notation was made that the lower layer "appeared to be weaker than the average," or "the layer was removed and sent to Salem," where a tensile test showing 33 psi in cohesion was performed.

Obviously the specified 200 psi was not obtained, but a significant number of the measured cores were found to have strengths greater than 150 psi in adhesion or cohesion, the average strength of the better cores measured being 182 psi. If 100 psi represents zero payment, 150 psi represents 80% payment and 200 psi represents 100% payment, we would set the value of the first layer at 95% of bid price, for a reduction of about $\left[\frac{2232 \text{ tons}}{2} \times \$140/\text{ton} \times .05\right]$ = $7812 (see attached curve).

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JAN 3 1975
Office of
Assistant State Highway Engineer

K

With respect to the top lift, we see no purpose in relating the Fremont deck wear to an unknown quantity such as one or more asphaltic concrete pavements when we have two epoxy asphalt concrete decks in town placed by the same contractor, utilizing the same aggregate and binder and subjected to about the same traffic per lane. We would therefore relate the wear on the top lift of the Fremont bridge to that on the Ross Island and Sellwood Bridge overlays. In order to do that we would establish a full width photo box measuring section at panel point 24 on the Fremont Bridge (measure each wheel path in all four lanes), to be used as a check on straight-edge measurements made at each panel point in each lane. The straight-edge measurement sites would be marked with date nails or similar devices. On the Ross Island Bridge permission would be obtained from Multnomah County to install photo box sites in the outside wheel track of the outside lanes 200 feet from each end of the bridge and one full cross section in all wheel tracks near the center of the bridge. These would be used as check stations to back up straight-edge measurements made at 50-foot stations in all lanes. Similarly, Sellwood Bridge would be instrumented with 50-foot straight-edge stations in each lane and with photo-box sites in outside wheel tracks 200 ft. from each end of the bridge.

Traffic counts, by lane, would also be made so as to be able to determine wear per 100,000 vehicles or per 10,000 ADT.

Measurements would start as of now, as soon as instrumentation can be completed, rather than going back to pick up wear during the earliest life of the overlays. Measurements would be made in the spring and fall. Local discontinuities (chuckholes) would not be included in the measurement; but significant wear occuring between measuring stations would be included and averaged on the basis of its length.

Acceptance of the top lift for wear would be based on the requirement that the average wear on the Fremont deck, corrected for traffic, would not be greater than the average for Ross Island and Sellwood by more than 10 percent. Wear greater than this amount would require the replacement or repair of the top lift of the Fremont Bridge.

The guarantee would be extended to three years from this date and would include, in addition to the wear just described, other forms of major defects as defined in the original specifications.

Your consideration of this proposal would be appreciated.

JCJ:gs

cc: W. J. Hart
R. N. Bothman
E. L. Hardt
J. D. Howard
P. A. Randolph

1-7-75
Hart is working on proposed agreement along these lines. —
JSC

Suggested Payment Schedule
Epoxy Asphalt Concrete Pavement
(First Lift)
Fremont Bridge Superstructure

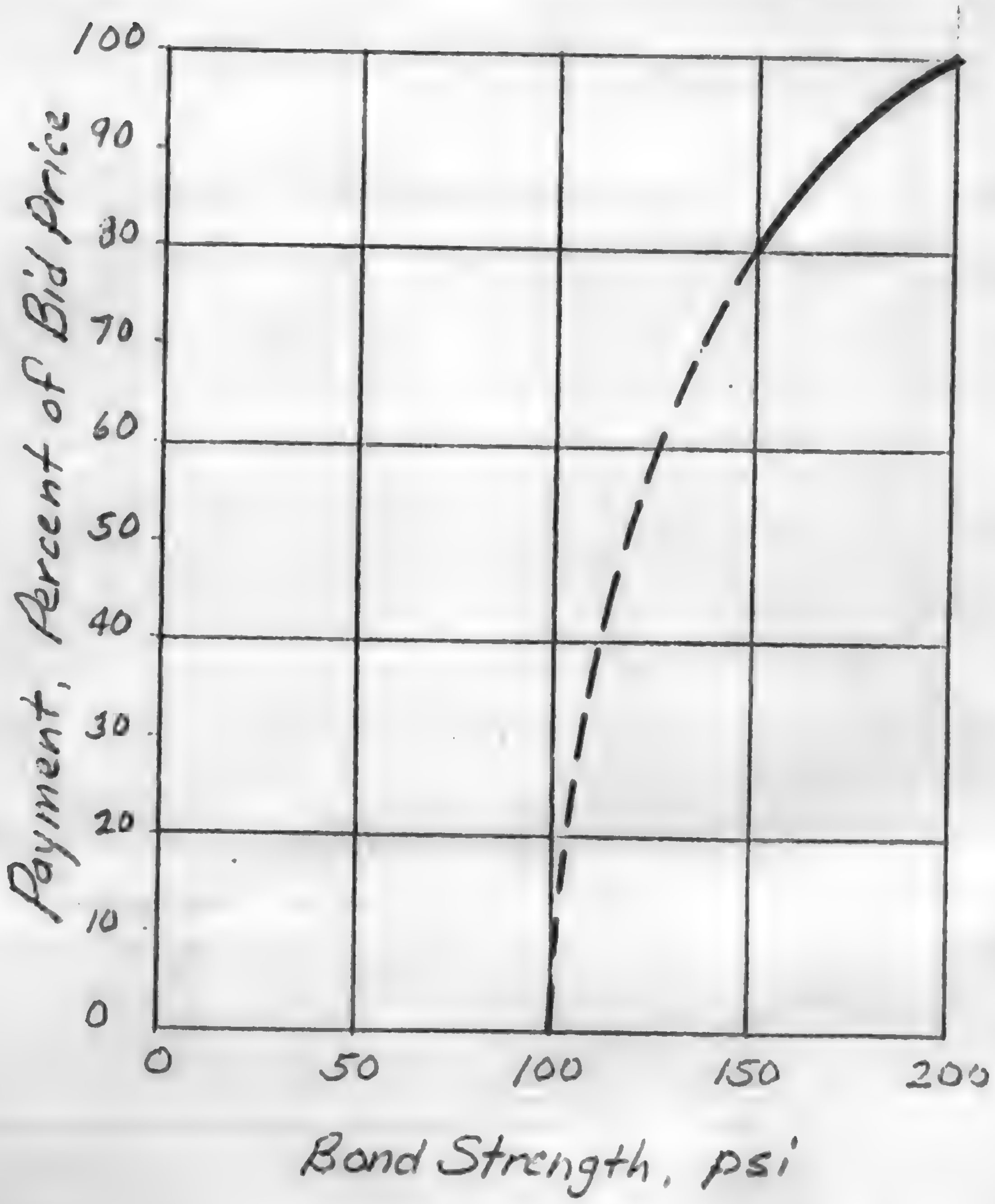

Figure 1

#-7276

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459
A MEMBER OF THE JEFFERSON CORPORATION FAMILY

December 23, 1974

NOTED
H. S. COULTER

Mr. John C. Jenkins
Materials Laboratory
Oregon State Highway Division
Salem, Oregon

Dear John:

I would like to confirm several matters we discussed on the telephone this morning regarding our proposed wear test for the epoxy asphalt pavement on the Fremont Avenue Bridge.

Washington State Test Track:

The data which we refer to in our proposal was for Section 080-Class "G" Asphalt Extended Epoxy Concrete. This is epoxy asphalt as used on the Fremont Bridge. There is a direct comparrison to conventional HC which was Section 090. This data is in Appendix B of our proposal. It is in Table 28 (Continued) page 114.

I certainly agree that Section 043 "Bauxite Asphalt Epoxy Surfacing" on Page 113 has no relevance to the Fremont Bridge.

I am sure the Washington State report writers would be willing to discuss these tests with you.

California Test Method 360-B

This test method is used to determine both stripping and snow chain wear. Rubber balls are used for stripping and steel balls for chain wear. (See "Method B Steel Balls" on page 5 of "Test Method No. Calif. 360-B" - "Primarily used for evaluating abrasion caused by chain wear"). The data we presented was determined with steel balls.

I am at a loss to understand the comment from John Scoggs that you reported to the effect that the steel balls measured both chain wear and stripping. Of course if stripping is going to occur it will also occur during the steel ball test. But this seems irrelevant regarding the Fremont pavement.

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DEC 30 1974
Office of
Assistant State Highway Engineer

Wear Standard

The tentative level of 50% + 10% tolerance related to asphalt pavements with the same wear seems low to us. We had suggested 60% based on data from California Test 360 B. If this test method is discounted or rejected it is unreasonable to use a determination from that method as an input in establishing a wear standard.

The only other place that we have found to directly compare epoxy asphalt with AC is the Washington State Test track. There the wear of epoxy asphalt varied from 45% to 80% of the wear of AC.

Binder Content

Although you and I did not discuss this, Walt Hart had mentioned that the Oregon Highway Laboratory had measured binder content slightly above 5%. Our test results show 5.6 to 5.8%.

I believe the problem here is in interpretation of data. The test is one where the uncured epoxy asphalt binder is extracted by submersion in solvents. It is never possible to extract all of the binder. The amount remaining varies with each specific aggregate. Therefore a laboratory test is required under controlled conditions where a mix is made in the lab (preweighing the ingredients) with the specific aggregate to be used. In this way the test method is "calibrated" and a correction factor is determined. The correction factor for the Fremont pavement was .4%

We don't expect you to take just our word for it at this late date. I request that our quality control supervisor be allowed to come to Salem to demonstrate this need for the correction factor. We do not want this proposal to delay your decisions regarding the wear test. Obviously it is not essential to the wear test.

However, we would like to clear up the binder content question that might be in the mind of the Oregon State Highway Division. It is important to our credibility and reputation. We are absolutely certain the binder content was proper.

Thanks again for your cooperation in resolving this difficult problem. We will do whatever we can to help you find an early solution.

Very truly yours,

R. W. Gaul, President

cc: W. J. Hart
H. S. Coulter
Jay Murphy

#7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
December 16, 1974

FILE: SC 7276

FROM: John C. Jenkins
Engineer of Materials JJ

SUBJECT: Fremont Bridge
Epoxy Asphalt

H. S. COULTER

TO: MEMO TO THE FILE

On December 11, 1974 I called John Skog, Chief, Pavement Section, California Transportation Lab, regarding our problem with the epoxy asphalt on the Fremont Bridge, the adhesion test originally specified, and the abrasion test proposed by Adhesive Engineering, Test Method No. Calif. 360-B, as an alternate to the adhesion test.

Mr. Skog said he doesn't think the abrasion test will tell the real story about the quality of the epoxy asphalt. The test was devised for use on asphalt concrete and is intented to include the phenomenon of "asphalt stripping" in the characteristics evaluated by the test. Epoxy asphalt does not have this potential, he believes, and even a questionable epoxy asphalt should easily pass the test.

The Transportation Lab did make an investigation of epoxy asphalt as a resurfacing material for bridge decks subjected to chain damage. In this connection the abrasion test cited was performed on epoxy asphalt at 100 F and 32 F. The losses measured were 15 gm. and 16 gm., respectively. Other characteristics of the epoxy asphalt, such as impermeability, stability, and cohesion, were also evaluated.

Mr. Skog said he doesn't believe any tests the Transportation Lab has conducted would provide a correlation between the adhesion and abrasion tests. He did not have figures readily available which would confirm the apparent relative wear potentials of epoxy asphalt, asphalt concrete and portland cement concrete as determined by the Washington State Highway report 9.2 "Studded Tire Pavement Wear Reduction and Repair."

In this regard, it should be noted that the "epoxy asphalt" described in the Washington report is not comparable to the epoxy asphalt used on the Fremont Bridge. The "epoxy asphalt" covered by the report was the type of installation used on I-5 at the Corbett exit: a thin epoxy asphalt binder for aggregate grit (calcined bauxite, mineral slag or garnet in the Washington test). The argument by Adhesive Engineering that the Washington test provides a basis for relating asphalt concrete and epoxy asphalt in applying the acceptance criteria for the proposed abrasion test therefore losses its force.

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DEC 17 1974
Office of
Assistant State Highway Engineer

At the suggestion of Mr. Skog I called Mr. Chuck Siem of the Engineering Section of the Bay Toll Crossings Division (BTC). After discussing our problem at some length with Mr. Siem he stated that it was his opinion that there was something definitely wrong with the epoxy asphalt on the Fremont Bridge.

In one instance BTC experienced raveling of the surface of an epoxy asphalt placed in San Francisco between Thanksgiving and Christmas. In addition to questionable cure they found that the aggregate was dirty.

Aggregate for an epoxy asphalt on the Bay Bridge was required by BTC to have not more than 20% abrasion loss at 500 revolutions in the LAR test. Aggregate for the Fremont Bridge was permitted to have 30% loss at 500 revolutions. On Lab No. 73-22474 aggregate stockpiled at the Rivergate Plant was found to fail the loss at 100 revolutions (6% allowed, 6.14% found) but pass the 500 revolution test with a loss of 22.94%.

Mr. Siem stated there might possibly be an incompatibility problem with the aggregate used on the Fremont Bridge. Epoxy tends to bond poorly to siliceous aggregates, which are believed to comprise a large part of the smaller aggregates found in the Santosh pit at Scappoose. The shape of the aggregate is also important. While the coarse aggregate had a minimum fracture requirement, the fine aggregate, which comprised 93% of the mix, had no fracture requirement. I do not know how the aggregate was produced. It is possible that the fines were obtained by screening rather than crushing, in which case the shapes would be mostly rounded. Problems with compatibility and particle shape might not show up in the fatigue test, he said.

With respect to the epoxy asphalt content in the mix, Mr. Siem recommended that the binder lean toward the high side of the recommended 5.5% to 6.5% range. By extraction in our laboratory we found 5.1% epoxy asphalt. Low binder content could cause raveling, said Mr. Siem. He asked what data we had on quantities of mix and binder passing through the plant on each day. I told him that it was my understanding that this data was not furnished OSHD by Adhesive Engineering. Air voids should be not higher than 4%, stated Mr. Siem. I do not find the results of any such test by OSHD.

In answer to my question, Mr. Siem said he believed surface raveling and poor cohesion were related. Raveling should be covered by the guarantee provided by the contract and Mr. Siem felt OSHD should hold Adhesive Engineering to the guarantee.

It is the belief of Mr. Siem that, while shear strength between the steel and the epoxy asphalt overlay is needed, and the adhesion test is a satisfactory indicator of this strength, as much shear strength as is represented by an adhesion test of 200 psi is not needed. He believes that if an adhesive strength of 150 psi between the first layer and the steel is provided, this is adequate.

Based on the information I have obtained I would make the following recommendations as to an alternate acceptance criteria for the epoxy asphalt on the Fremont Bridge:

A. Accept the first layer on the basis of its adhesion to the deck; 200 psi would be the full pay criteria, but adhesion as low as 150 psi would be accepted with a reduction in payment (see Figure 1). Areas with adhesion of less than 150 psi between deck and first lift would be removed and replaced if they are larger than 100 square feet.

B. Accept the top layer on the basis of performance wear tests. Using the shadow box apparatus establish six test sections on the bridge deck where wear will be determined. Similar test sections would also be established on other pavements constructed using the Scappoose aggregates. Test data on Oregon pavements indicates that asphalt concrete wears at about twice the rate of portland cement concrete pavements. It is believed that a good epoxy asphalt pavement should wear at half the rate of asphalt concrete, or at about the same rate as portland cement concrete. Therefore, if the average wear of the top layer is not greater than (½ asphalt concrete + portland cement concrete) ÷ 2, the epoxy asphalt would be accepted. Local areas of greater than 100 square feet in which the wear exceeded 3/8 inch during the period of the test would also be repaired. The duration of the test would equal the duration of the guarantee on the surfacing.

Discussion of the proposed alternate acceptance criteria would be welcomed.

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. N. Bothman
E. L. Hardt
J. Howard
P. Randolph

Suggested Payment Schedule
Epoxy Asphalt Concrete Pavement
(First Lift)
Fremont Bridge Superstructure

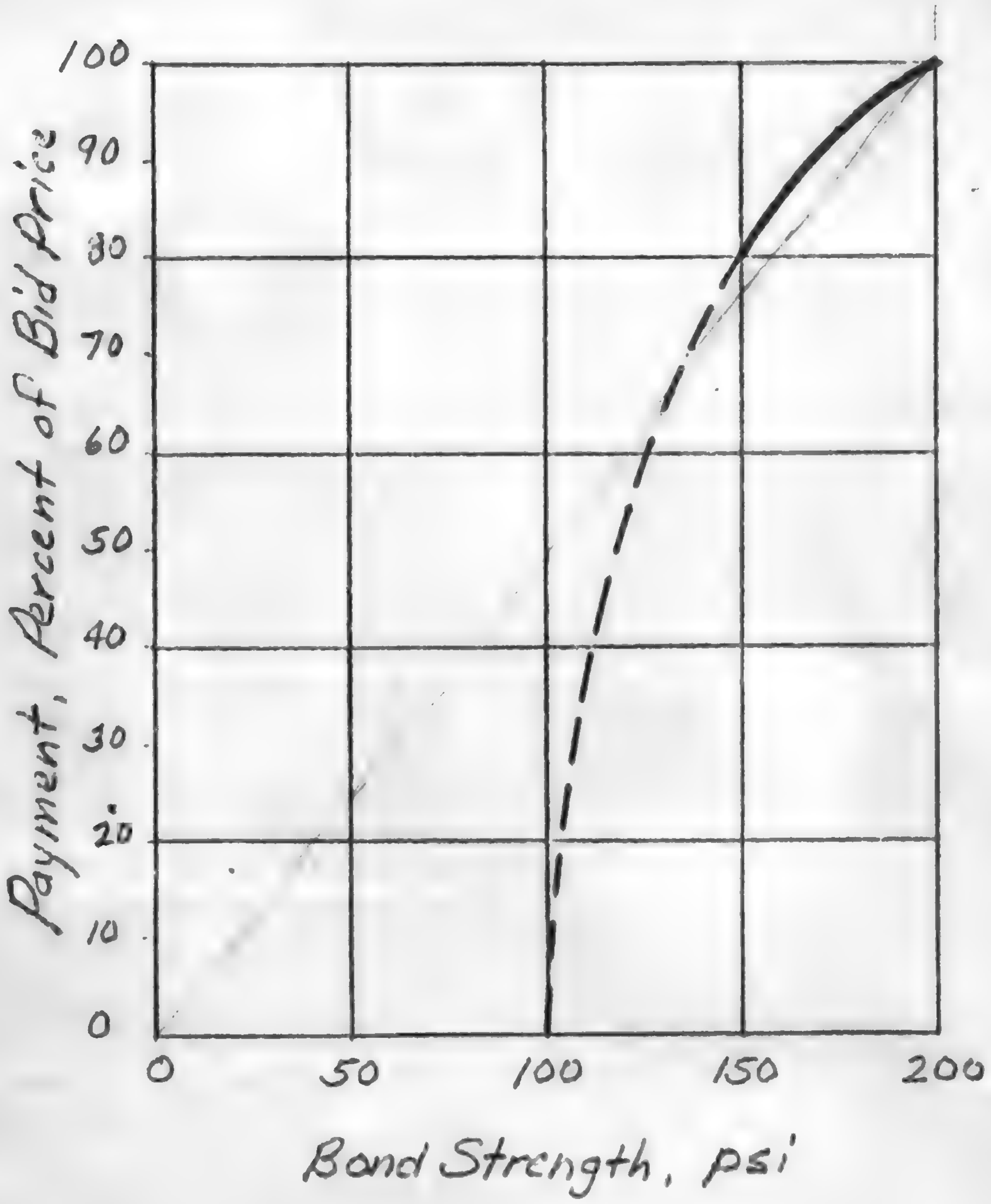

Figure 1

7276

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 22, 1974

Portland, OR 97213

FILE: Case file

FROM: R. N. BOTHMAN
Metropolitan Engineer B

SUBJECT: Fremont Bridge
Contract: 7276

NOTED
H. S. COULTER

TO: MEMO TO THE FILE

I discussed with Ed Hardt removal of the guardrail on the upper deck which barricades the Ivy Street ramp.

I recommend Hardt proceed with the removal of the long section of guardrail, replacing that section with a short 100'-200' section similar to the lower deck of the Marquam Bridge.

Although I don't feel that the guardrail was in any way responsible for two recent accidents at this location, the removal of the guardrail would give more operating room to motorists.

As I understand, both accidents had other contributing factors which caused the vehicles to hit this section of guardrail.

At this time it does look like the section involved, that being the Ivy Street ramp, will be open to the City's connection to Gantenbein next spring. That work is now about to commence by the City, pending agreements from PDC and OSHD.

ebg

cc:
H. S. Coulter
E. L. Hardt

RECEIVED
NOV 25 1974
Office of
Assistant State Highway Engineer

7276

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fremont Bridge
WEEK ENDING: 11-16-74
SECTION PREFIX: 626-1013
HIGHWAY: Stadium Freeway
COUNTY: Multnomah
NAME OF JOB: Fremont Bridge Superstructure
KIND OF WORK: Steel Superstructure
CONTRACTOR: Murphy Pacific Enterprises
CONTRACT NUMBER: 7276
FEDERAL AID PROJECT NUMBER: I-405-8(17)303
DATE OF CONTRACT: 7-3-69
DATE WORK STARTED: 8-11-70
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 4 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 1601
CALENDAR DAYS USED: 1573
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 98.3%
PROJECT AUTHORIZATION: $ 29,257,902.30
EXCLUSIVE OF ENGINEERING: $ 28,047,816.72
ENGINEERING AUTHORIZATION: $ 1,312,085.58
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,047,816.72
ENGINEERING COST TO DATE: $ 1,456,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 108%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 111 %
DATE PROJECT WAS COMPLETED: 6-21-74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Panel Turck, Epoxy Pump

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2529							
PERCENT	99%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
November SUNDAY 10	Cloudy	0		Stop Work Order Issued
MONDAY 11	Cloudy	0		" " " "
TUESDAY 12	Overcast	0		" " " "
WEDNESDAY 13	Fair	0		" " " "
THURSDAY 14	Ptly Overcast	0		" " " "
FRIDAY 15	Foggy	0		" " " "
SATURDAY 16		0		" " " "

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NOV 18 1974
CONSTRUCTION SECTION
Roering
Keasey
Johnsen
Scot
Berg
5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

November 10 SUNDAY	No Activity
11 MONDAY	No Activity
12 TUESDAY	No Activity
13 WEDNESDAY	Sealing cracks and pumping epoxy between P.P. 35 to P.P. 43 in downstream lane on lower deck. SFO #20
14 THURSDAY	Sealing cracks and pumping epoxy between P.P. 35 to P.P. 43 in upstream lane on lower deck. This completes the deck sealing of the lower deck.
15 FRIDAY	No Activity
16 SATURDAY	No Activity anticipated.

REMARKS

NEXT WEEK: No activity scheduled.

This will be the concluding Weekly Report until the resolution of the epoxy asphalt deck problems. Report will be resumed at that time, if necessary.

SIGNED J. D. Howard
John D. Howard, Res. Engr.

LOCATION BEN GIFFORD
Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#7276

7276

DEPARTMENT OF JUSTICE

Memorandum

TO: FILE

DATE: October 22, 1974

FROM: Patrick A. Randolph, Jr.

SUBJECT: Adhesive Engineering

Today I spoke with Ken Crook, Counsel for Jefferson Corporation, parent company to Adhesive Engineering. Ken indicated that Bob Gaul has retained consultants who are attempting to establish a reasonable method of measuring bridge wear. This work and the corporate decisions that must be made following this work may cause some further delay. He indicated to Ken that we were anxious to have some resolution of the problem but that our principle concern was that other parties are suffering financially because of the delay. I stated that to our knowledge no one from Adhesive had discussed the delay with Murphy Pacific. Ken promised to have Bob Gaul contact Murphy Pacific immediately to discuss whether Adhesive should indemnify Murphy Pacific for costs of carrying the principle construction bond during this delay.

I indicated that we would continue to work from our side to come up with a reasonable alternative to the pullout test but that it was likely that a solution to the problem, if any, will be produced by efforts on the part of Adhesive.

PAR:hg

cc - Walt Hart

METROPOLITAN ENGINEER
OCT 24 1974

cc Coulter

RECEIVED
OCT 29 1974
Office of
Assistant State Highway Engineer

K

RECEIVED
OCT 23 1974
BRIDGE DIVISION

#7276

FORM 81-734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 18, 1974

FILE: MAI 20-2

Gordon

FROM: Gordon Beecroft
Research Engineer

TO: John Howard
Resident Engineer

SUBJECT: Fremont Bridge Upper Deck Skid Tests on Second Trial Seal

Skid tests were conducted October 17, 1974 on the second trial epoxy seal section and the adjacent epoxy asphalt concrete on the upper deck of the Fremont Bridge. Because of the small trial section, tests were made at 25 mph. The regular pavement was tested at both 25 mph and 40 mph to permit an approximation of the 40 mph skid number on the test seal.

Measurements yielded the following

copies to Pla 6-4

EPOXY SEAL AT 25 MPH

Test No.	Skid No.
1	17.5
3	18.5
5	19
7	18
Average	18.25

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OCT 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STANDARD PAVEMENT AT 25 MPH

Test No.	Skid No.
2	50
4	52.5
6	50
8	50.5
Average	50.75

STANDARD PAVEMENT AT 40 MPH

Test No.	Skid No.
9	44.5
10	39
11	41
12	38
Average	40.63

NOTED
E. S. HUNTER

The estimated value for the seal at 40 mph is: $SN_{40} = \frac{40.63}{50.75}(18.25) = \underline{\underline{14.61}}$

As with the previous trial seal, this treatment caused a dramatic reduction in the skid resistance of the surface. Again, there is no fixed and absolute acceptable minimum, but a value near 37 is indicated by accident studies.

The tests show this second trial seal does not provide adequate skid resistance.

GB:lj
cc: R. L. Schroeder, H. S. Coulter, E. S. Hunter, R. N. Bothman, W. J. Hart,
D. H. Moehring, J. C. Jenkins

7276

D

OREGON STATE
HIGHWAY DIVISION

October 16, 1974

Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Murphy Pacific Enterprises
P.O. Box 23007
Oakland, California 94623

Gentlemen:

Part of the latest proposal by Adhesive Engineering for corrective work on the upper deck is to seal the surface with a special epoxy sealer. To date there have been two applecations of the sealer to small areas on a trial basis. The first application has been skid tested and a factor of 18 was determined for the test area. Yesterday a second application of a modified version of the same material was made and it is our opinion the skid factor will again be very low.

The slick surface of these test areas present a hazard to traffic. Please arrange with Adhesive Engineering to have them corrected so they have a factor comparable to the original surface. Until they are corrected you will be considered responsible for any accident that might be attributed to them.

Sincerely,

John D Howard
John D. Howard
Resident Engineer

JDH:db

cc: Adhisive Engineering
R. N. Bothman
C. Keasey
W. Hart
S. Coulter
File

RECEIVED
OCT 17 1974
H.S. COULTER

#7276

J

October 11, 1974

Mr. Rockne Gill
Attorney at Law
12th Floor Standard Plaza
Portland, OR 97204

yellow in 7214
copy in 7310

Dear Mr. Gill:

711-J

On September 27, Mr. Don Shaffer telephoned you and discussed your request for copies of Special Provisions and Supplemental Standard Specifications for the Stadium Freeway Units A and B, East Fremont Interchange. He has telephoned you a number of times since, but has not been able to reach you.

If you cannot obtain the material that you need from Klaas Bros., let us know, and we will attempt to make the necessary copies.

Very truly yours,

L. W. Rulien
Project Management Engineer

GNH:dg

bc A. E. Johnson
Don Shaffer

• 7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 3, 1974
Portland, OR 97213

FILE: Case file

FROM: R. N. BOTHMAN
Metropolitan Engineer B

SUBJECT: Fremont Bridge
Contract 7276

TO: JOHN HOWARD
Resident Engineer

NOTED
H. S. COULTER

PORTLAND

At a meeting held by Scott Coulter, with representatives of Adhesive Engineering and the Highway Division, a proposed agreement between Adhesive Engineering, Murphy Pacific Enterprises, and the Highway Division to transfer the deck paving from Murphy to Adhesive, was reviewed.

The conclusion resulted in a modification to the agreement as drafted by Pat Randolph, to include the stipulation that the Highway Division would attempt to establish an alternate specification to the pull-out test. However, retaining the basic intent of the agreement to transfer the existing liability for the epoxy asphalt deck from Murphy Pacific Corporation to Adhesive Engineering. The agreement provides for a conditional approval of the deck in it's present status, with a provision to further evaluate the deck during a two year period to determine it's acceptability.

The agreement will be modified to include the above provisions and transmitted to both Murphy Pacific and to Adhesive Engineering for their concurrance.

If approved, an effort will be required on behalf of the Department to establish an alternate specification which would guarantee to the State, the wear and protective qualities for the steel deck, originally contemplated with the pull-out test. I assume this work to be accomplished by John Jenkins.

ebg

cc: [redacted], Keasey, Hart

10-21-74
Cy - Jenkins

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OCT 4 1974
Office of
Assistant State Highway Engineer

7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 1, 1974
Salem, Oregon

FILE: Contracts 7310
7214, 7276

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Leslie Hampton
Assistant Chief Trial Counsel

SUBJECT:

Fremont Bridge and Interchanges
Paint Litigation

The following prefixes are to be used when making charges in connection with litigation involving painting of the Fremont Bridge and Fremont Interchanges.

	Contract No.	Prefix
E. Fremont Interchange	7310	626-1017-286
W. Fremont Interchange	7214	626-1011-286
Fremont Superstructure	7276	626-1013-286

RWE/ag

cc A. E. Johnson
W. Barrie
E. Hardt
W. Hart
R. Shotwell
J. Jenkins
R. Bothman
C. Lobaugh
V. Skoog
L. Miller

NOTE
A. E. J

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STATE HWY ENGR
OCT 2 '74
REFER TO
FOR
Info | Inves | R/D | P/R

Ellison will send copies to
Hunter, Coulter & John Howard.
ag

C & A	3904	
	4164	
	4399	12-24-73
	4400	
	4680	3-8-73
	5201	2-6-75
	5253	3-25-75
	5642	4-27-76
RR	603	5-21-74

I-405-8(17) Fremont Bridge Section, of 1971
303 Stadium Freeway, in Portland
#7276 (Superstructure) Folder #7

#7276

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: MAI 20-2

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 26, 1974

Gordon Beecroft

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Fremont Bridge
Upper Deck Skid Tests

TO: John Howard
Resident Engineer

Skid tests conducted September 24, 1974 on the trial epoxy seal section and the adjacent epoxy asphalt concrete on the upper deck of the Fremont Bridge yielded the following results:

EPOXY SEAL AT 20 MPH

Test No.		Skid No.
1		22
3		25
5		23
7		23
	Average	23.25

STANDARD PAVEMENT AT 20 MPH

Test No.		Skid No.
2		56
4		58.5
6		56
8		59.5
	Average	57.5

STANDARD PAVEMENT AT 40 MPH

Test No.		Skid No.
9		50
10		44
11		48.5
12		42.5
	Average	46.25

RECEIVED
SEP 26 1974

NOTED
R. L. SCHROEDER

ASTM Test E274 specifies skid numbers be taken at 40 mph if it is feasible to do so and a 40 mph skid number is considered the standard. Because of the small trial section of epoxy seal, it was necessary to test at 20 mph. To approximate the 40 mph value, tests at 20 mph and 40 mph were made on the standard pavement. The indicated 40 mph value for the epoxy seal would be:

$$SN_{40} = \frac{46.25}{57.5} (23.25) = \underline{\underline{18.7}}$$

There is no firm and absolute minimum safe skid number, but studies generally indicate that wet-weather accidents start to increase when the value goes below about 37.

It is exceedingly clear the texture of the epoxy seal trial section does not provide a suitably skid resistant surface.

GB:lj
cc: R. L. Schroeder
H. S. Coulter
E. S. Hunter
R. N. Bothman
W. J. Hart
J. C. Jenkins

7276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

Johnson FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
September 16, 1974

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: FREMONT BRIDGE CONTRACT
Contract No. 7276

TO: MEMO TO THE FILE

Status of subject contract: Presently in negotiation to provide for assigning the responsibility for construction of the asphaltic concrete upper deck to adhesive engineering and releasing Murphy-Pacific from the contract.

The Highway Division is awaiting a response from adhesive engineering on assignment of responsibilities.

Workday count has been stopped pending negotiations.

Upon assignment of the responsibility for the upper deck to adhesive engineering, the above contract will be completed.

pq

cc Al Johnson ✓
Walt Hart
C. T. Keasey
Al Harwood
John Howard

RECEIVED
STATE HWY ENGR
SEP 17 '74
REFER TO
FOR

Info	[illegible]	JD	DIR	Sign	Act	File
						X

NOTED
A. E. JOHNSON

#7276

FORM 81-734-3030

Klaboe

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon 97213
September 16, 1974

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: FREMONT BRIDGE
"People's Day"

TO: MEMO TO THE FILE

NOTED
F. B. KLABOE

Discussed the possibility of continuing an annual People's Day on the Fremont Bridge with Mr. Keating, City of Portland's Water Bureau. I believe the request for consideration by Mr. Keating is not in any way connected to the City but a personnel request that consideration be given to another People's Day on the Fremont Bridge.

I provided him with background on the People's Day prior to the opening of the bridge and the possibility for holding another People's Day on the Bridge now open to traffic.

In conclusion, I advised him that I did not think it appropriate. Mr. Keating may direct correspondence to Highway Engineer on the subject.

pq

cc F. B. Klaboe ✓
H. S. Coulter

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STATE HWY ENGR
SEP 18 74
REFER TO
FOR
Info | Invss | R/D | D/R | Sign | Act | File

7276

RECEIVED
STATE HWY ENGR
SEP 19 '74
REFER TO
Coulter
FOR

Inf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	File
					X	

FIREMAN'S FUND
AMERICAN INSURANCE COMPANIES
HOME ADDRESS SAN FRANCISCO

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

NOTED
A. E. [illegible]

GENERAL FORM STATUS INQUIRY

Attn: A.E.Johnson
Oregon State Highway Dept
Metropolitan Section
OWNER, OBLIGEE OR ORIGINATING CO.
5821 N.E. Glisan
ADDRESS
Portland, Oregon

September 16 1974
Our Bond No. SC 6159091
Reinsured's No. ________

Contractor: Murphy Pacific Enterprises

Address: Oakland, California 94603

Description of Contract: Contract 7276 · Fremont Bridge Superstructure Standard Specification
(INCLUDE LOCATION AND OWNER'S CONTRACT NUMBER)
Article 8-1 Subcontractor

Owner: State of Oregon

Contract Price $ ~~2im~~ 21,833,293.00 Bond(s) $ ________ Effective Date July 15, 1969

Without prejudicing your right or affecting our liability under our bond(s) described above, we would appreciate such of the following information as is now available.

All inquiries to U.S. Government Agencies must be in duplicate with return, stamped, addressed envelope enclosed.

Very truly yours;

The American Insurance Company
L O de Lena
L.O.de Lena

1. IF CONTRACT COMPLETED, PLEASE STATE:
   Approximate date of completion of work (or final delivery) ________
   Approximate acceptance date ________
   Final Contract Price $ ________
2. IF CONTRACT UNCOMPLETED, PLEASE STATE:
   Approximate percentage or dollar amount of contract completed or delivered ________
3. Do you know of any unpaid bills for labor or material (Check) No ____ Yes ____ (If yes, please explain in 4. below)
4. Remarks: (If any) ________

Date ________ 19 ____ Signature ________

Title ________

Please Return Original of This Inquiry To

Address: P.O.Box 3136
San Francisco, California 94119
Attention: Bond Department

Orig to Coulter
9-20-74

360095-7-72

#7276

FORM 81-7-14-1030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 5, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Contract Time Extensions

NOTED
H. S. COULTER

copy in con 4

I believe you have a September "bring-up" on a June 3 letter from Glen Green of FHWA which, in concurring in a requested extension on Fremont Bridge, goes further and indicates in a general way their willingness to review the FHWA role in time extensions. You asked that this be discussed with you.

In seeking some perspectives on this subject, I have reviewed all our requests for time extension made during the first eight months of this year. This period covers 45 formal time extensions. These were made up of the following broad categories:

State Projects	13	
Federal-aid Secondary Projects (Do not go to FHWA)	5	
Subtotal	18	requests handled entirely by State
Requests formally submitted to FHWA for concurrence	27	
Total	45	

Of the 27 requests formally submitted to FHWA, they concurred completely with our recommendation on 23 of them. Of the remaining 4, where there was some difference between the FHWA position and the States, they concurred in some time extension on 3 of them and rejected just 1 in its entirety. The 4 projects were as follows:

Contract 7740, Sodaville-Vail Creek, 40 days granted participating, plus 29 days non-participating for utility delay. This deleted all liquidated damages.

Contract 7912, 4th St. @ Bartlett (Medford), 45 days recommended was all declined. Thirteen non-participating days granted because of State delay in approving shop drawings. There were 110 days liquidated damages on the project.

RECEIVED
SEP 5 1974
Office of
Assistant State Highway Engineer

Contract 7748, S.E. Foster-Causey, 115 days granted participating out of 185 recommended. Job is still in progress. There will be another request for time extension.

Contract 7742, N. Columbia Blvd.-Marquam Bridge, 68 days granted participating out of 82-1/2 recommended. There was a total of 106-1/2 days liquidated damages originally.

The total money value of liquidated damages which was originally recommended by the State but not approved by FHWA was $29, 600; $21, 000 of this was on Foster-Causey. The money value of participating extensions was $412, 135 ($144, 000 was on Fremont Bridge).

The above sample shows a high percentage of agreement between FHWA and the State now on these time matters. On at least two of the four exceptions, the FHWA refusal is not surprising and could have been anticipated. It would be possible to develop some guidelines between the State and FHWA on what would ordinarily be regarded as non-participating time extension reasons, such as the utility relocation delay and State engineering delay which were involved in two of the projects above. Another approach to reducing the number of requests that have to go to FHWA could be to regard Topics and Primary and Urban system projects the same as we now handle the Federal-aid secondaries. Perhaps even on Interstate projects the FHWA involvement could be reduced by allowing the State discretion either up to a certain limiting number of days or discretion up to a fraction, such as 5 or 10 percent of the original contract time as extension.

There are some good arguments both pro and con about routinely making time adjustment on change orders. This has come up in the past with the AGC. Even if we drop the present requirement of requiring consent of surety on a request for extension, I believe we would often find that the contractor would be reluctant to make a commitment on a specific number of days at the time a change order is negotiated. The time itself would be another bargaining point in addition to the price and specifications which are now involved on price agreements at least. This could be quite troublesome in the situation where a contractor is already behind schedule and realizes it and is then given the opportunity to bargain for more time via a needed change order. On the other hand some of the late added orders clearly justify added time and it would be good to have a simple mechanism to do so.

FHWA has been very prompt in responding to our requests for concurrence in time extensions. It usually takes only a very few days. Any that

H. S. Coulter
Page 3
September 5, 1974

can be eliminated would save some paper work in that we would not have to prepare the draft letter to FHWA, your office would not have to prepare the finished letter and FHWA would not have to prepare a letter reply, a saving of three different typings.

Our contracts say time is of the essence. Any precedure for changing it should be based on facts, logical analysis and reasonable interpretation. The federal involvement has required us to do it that way in the past. If I have anything to do with it, I would want to keep that integrity.

JAB:fr

Change in FHWA [illegible] [illegible].
Possible modification [illegible]
[illegible]?
[illegible]?

ON CONSIDERING CONTRACT TIME EXTENSIONS

Analysis of a contract time extension require is a search for PERSPECTIVE. It is an attempt to relate, in a summary form, certain events to the overall complex of a project.

THE REQUEST - The events are usually set forth in the contractor's request -- or should be. In considering a request, frequently additional factors affecting the contract performance are discovered and, in fairness, should be taken into account.

The contractor's request should be clear and fairly specific. If it isn't, it should be returned to him for clarification.

PRELIMINARY FACTS: It is useful to cite a few basic dates on most requests. This is a start on the perspective.

1. Date bids are opened.
2. Date contract mailed to contractor for execution. (This is more pertinent under current specs than the date of award.)
3. Date time count started (if expressed in some kind of days.)
4. Date work started.
5. Date that time allowed expired.
6. Date of actual completion with:
    a. The number of days liquidated damages.
    b. Daily rate.
    c. Total dollar amount.

THE ANALYSIS - Relate the reasons to the sequence of the regular work and try to show when.

Charts are very useful on more complex requests. Frequently, a simple time-work chart is pertinent. Much basic data is available right from existing weekly reports. (Another reason to keep such reports accurate.)

Remember, this analysis costs engineering money, so be practical. More complex charts are justified if they have a use on any claims that may exist. Most projects with late claims also have time problems.

If there are several reasons, try to summarize into fewer groups. Some contractors try to over-kill in their requests. This doesn't really accomplish much. To get the understanding necessary to secure necessary approval along the way up to the Highway Commission, the factors must be brought into focus -- into perspective -- to some logical conclusions.

Don't take too much for granted. Some of the people reading your summary probably never saw the job or the plans, or at least only briefly.

(This was distributed at some of the
Res. Engr meetings 2 yrs. ago.) [illegible]

Tabulations of data are more useful than long narratives.

Sometimes a time/money comparison lends perspective. (Comparing the money amount represented by overruns and change orders to the original contract amount and time.)

Actual rates of production are alway pertinent with quantity overruns.

Compare the events to the contractor's original schedule. (Get one early in the game such as at preconstruction time, if at all possible.)

What was overall percentage of work done when the time ran out?

Take a few minutes to look back over a list of all the change orders (Price Agreements and Extra Work Orders.). Lots of orders usually put you on the hook for significant time extension.

John A. Bond
Construction Administration Engineer

JAB:fw
1-11-72

7276

8

June 12, 1974

Murphy Pacific Enterprises
4300 Eastshore Highway
Emeryville, CA 94608

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7276 for work on the Fremont Bridge Section of the Stadium Freeway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 96 days is granted. This extension is based on delays related to a labor dispute, hazardous working days, and work added to the contract by extra work orders.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
R. N. Bothman

WR:mk dpy

BU – ~~[illegible]~~
9-1-74

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 3, 1974

In reply refer to: 10-41-A6

SUBJECT: Oregon I-405-8(17)303
Fremont Bridge Section
Stadium Freeway
Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested by Mr. Coulter in his May 21, 1974 letter, I concur in your recommended 96-day time extension.

It has been noted that some of the recent time extensions include an "efficiency" factor because the work element became rescheduled under different weather conditions, etc. This is a difficult factor to evaluate because of the many components contributing to work crew efficiency.

It may be timely to review current policies governing contract time administration and time adjustments. There are many new factors involved such as safety provisions, more complex projects, environmental concerns, etc. that bear upon contract time. Also, as you are aware, this office has always believed that time, as well as money, should be negotiated as a part of Extra Work Orders and Price Agreements.

In hopes that FHWA involvement in processing of time extensions could be minimized, I encourage you to give some thought to developing policies that could be exercised on a statewide basis as a more routine part of project work. Such a process may avoid the formal practice of obtaining FHWA concurrence in all but the most complex time extension problems. If we can be of assistance in such an effort please feel free to call upon us.

for G. L. Green

John Bond is putting together some info on this to analyze possible revision in current policies. — Problem may be "concept of surety." —
HC 6-6-74

cy John Bond
Bothman
Gallagher

RECEIVED
JUN 6 1974
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 5 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign		File
					✓	

cy all

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR

May 20, 1974

FROM: J. A. Bond
Construction Administration Engineer

TO: H. S. Coulter, Assistant
State Highway Engineer

SUBJECT: Time Extension Request
Fremont Bridge Superstructure
Contract No. 7276
FAP No. I-405-8(17) 303

Murphy Pacific Enterprises, contractor for the subject project, has requested an additional 90 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra work and labor disputes as reasons for his inability to complete the work within the time allowed. The contract is complete except for some remaining paint work. A suspension of work was ordered effective November 9, 1973 and will be rescinded when suitable painting weather exists. The contract time has been exceeded by 65 days to date with an estimated 20 days of good weather required to complete the work.

Added work not covered by previous requests did delay the project completion by approximately 46 days. This work was specified by E.W.O.'s No. 6, 9, 13, and 16. The delay to the project was determined on the basis of the proportion of the man-hours expended on these critical items of extra work to the man-hours of that craft expended on all project work on those days.

A labor dispute involving the painters resulted in a delay to contract completion. The dispute occurred during the summer of 1973 and 32 days of prime painting weather were lost (June 23 through July 24). Painting work determined the bridge opening date as it was necessary that certain areas of the bridge be painted prior to the opening in the interest of public safety and the safety of the workmen. Due to the shortened daylight hours and morning humidity, the work performed in the fall prior to the bridge opening was less efficient than that possible during the days lost to the summer labor dispute. The remaining painting work will be performed while the structure is under traffic and this will also affect the efficiency of the work. These changes in conditions cause a loss in production of approximately one third so that approximately 48 days will be required to perform an equivalent amount of painting.

Two days were lost due to hazardous working conditions. To comply with National Occupational Safety and Health Standards requirements the contractor is obligated to suspend any operation when conditions are such that the operation cannot be performed safely. Weather conditions on September 20 and 24, 1973 caused some operations to be unsafe and the contractor was restricted as to the work that could be performed.

RECEIVED
MAY 21 1974
Office of
Assistant State Highway Engineer

Attached is a detailed analysis by the resident engineer of each of the delays cited. Based on that excellent presentation, I recommend that the contractor be granted a 96-day extension of time. This would provide 31 days to complete the painting when the current suspension of work order is rescinded without assessment of liquidated damages which accrue at the rate of $1,500 per day.

A rough draft letter to the FHWA requesting their concurrence is attached. It is suggested that the resident engineer's analysis of the delays be forwarded to the FHWA for their perusal.

JAB:mk

Attachment

cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7276 Contractor Murphy Pacific Enterprises

Highway Stadium Freeway

Section Fremont Bridge Superstructure

Kind of Work STeel Superstructure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

A labor dispute, hazardous working days, and work added to the contract by extra work orders have resulted in a 96-day delay to the project completion.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7276
Project designation State-Federal	Fed I-405-8(17)303
Date awarded	7-3-69
Work started	8-11-70
Per cent completed	99% on 4-19-74 (Date)
No. of Workdays Allowed	1505
No. of Workdays Used	1570
No. of Added Workdays Requested	90

[illegible]

H-310 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 24, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 1505 days to 1595 days, within which to complete our Contract No. 7276, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per Attached

Respectfully submitted,

Murphy Pacific Enterprises
Contractor

By

Bond No. 620402

CONSENT OF SURETY

Date October 31, 1973

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Barbara R. Kridler
Attorney-in-fact
BARBARA R. KRIDLER
450 SANSOME STREET, SAN FRANCISCO, CALIF.

(SEAL)

Resident Agent

EXECUTED IN 3 COUNTERPARTS

MURPHY PACIFIC ENTERPRISES
4300 EASTSHORE HIGHWAY • EMERYVILLE, CALIFORNIA

RECEIVED
DEC 11 1973
Resident Bridge Engineer

December 7, 1973

Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. R. O. Cunningham
Resident Engineer.

Re: Fremont Bridge Contract No.
7276 Time Adjustment

Gentlemen:

In accordance to Article 8 - 8 of the Standard Specifications we are respectfully requesting an increase of 90 calendar days to our contract days.

The basis for this request is the extra work requested by the State after Price Agreement #4 was agreed upon.

The number of extra work requests, the magnitude of the work, and the sequence of the work required us to continually modify our schedules. The impact of these modifications is difficult to evaluate in calendar days of delay. In general, however, most of the extra work had to be "dovetailed" into the main contract work which made it difficult to use increased work force to accomplish the extra work.

The two major scheduled dates - the floating operation and the opening to traffic dates had to be extended because of the extra work. The contractor, at all times, tried to utilize additional forces to minimize the impact of this extra work. We also extended the working hours to the maximum in an attempt to reduce the delays. Despite all the effort mustered by the contractor, the project was delayed 90 days because of the following extra work assignments:

1) The center span flotation was delayed because of the remedial work requested at PP by extra work order -	# 9	25 days
2) Price Agreement	#17	7 days
3) Extra Work Orders	# 6	7 days
	# 7	2 days
	#11	4 days
	#12	4 days
	#13	10 days
	#14	2 days
	#15	10 days
	#16	15 days
	#17	4 days
TOTAL		90 days

TELEPHONE (415) 653-1717 . CABLE 'MYPAC' . MAILING ADDRESS P.O. BOX 23007, OAKLAND, CALIFORNIA 94623

Mr. R. O. Cunningham
Resident Engineer
Oregon State Highway Division
Portland, Oregon

December 7, 1973
Page 2

Submitted herewith also is an executed form "Contractors Request for Increase in Number of Work Days", with consent of surety, your review and approval is requested.

Very truly yours,

Alpo J. Tokola

Alpo J. Tokola
Project Manager
Fremont Bridge
Portland, Oregon

AJT/ms

cc: Jay Murphy
Albert A. Kostelic

MURPHY PACIFIC ENTERPRISES
4300 EASTSHORE HIGHWAY • EMERYVILLE, CALIFORNIA

RECEIVED
JAN - 9 1974
#3
Resident Bridge Engineer

January 4, 1973

Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. R. O. Cunningham
Resident Engineer

Re: Fremont Bridge Contract No. 7276 Time Adjustment

Gentlemen:

On December 7, 1973 we requested 90 days increase of calendar days. In addition we are hereby requesting additional 34 calendar days.

These days are requested on the basis of delay of the job because of the painters strike from June 22, 1973 to July 25, 1973.

Your review and approval of these additional days is respectfully requested.

Very truly yours,

Alpo J. Tokola

Alpo J. Tokola
Project Manager
Fremont Bridge
Portland, Oregon

AJT/ms

cc: Jay Murphy
Albert A. Kostelic

TELEPHONE (415) 653-1717 . CABLE 'MYPAC' . MAILING ADDRESS P.O. BOX 23007, OAKLAND, CALIFORNIA 94623

#7276

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: August 27, 1974

In reply refer to: 10-41-DA

SUBJECT: Oregon I-405-8(17)303
Fremont Bridge Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter of August 14, concerning State Force Order Number 20.

The use of a State Force Order to handle accounting of funds used to pay Structural Concrete Bonding Company is acceptable. It is recognized that State Forces will not be involved in the pressure grouting operation. This work is related to other activities covered by State Force Orders Number 19 and 21.

The estimated cost of the grouting work is $8,000.00 with Federal participation of $7,200.00.

for G. L. Green

Enclosure
State Force Order No. 20

cc:
Region (10-00.05) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
AUG 29 '74
TO Coulter
FOR
Info Inves R/D D/R Sign Act File ✓

orig -

RECEIVED
AUG 29 1974
Office of
Assistant State Highway Engineer

8-29-74
orig. to Gallagher
cy Keasey

NOTED
H.S. COULTER

Form A-100-[illegible]

STATE COPY

...ement of additional funds are
...red
[illegible]
V. Hach
Dist. Engineer
DATE 8-27-74
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 20

Project Name Fremont Bridge Superstructure Date July 26, 1974

Highway Stadium Freeway Contract No. 7276 F. A. Project No. I-405-8(17)303

County Multnomah Prefix 626-1013 Account No. 262-20 ✓

Description of Work To Be Done: Pressure grout with epoxy cracks in lower concrete deck. Work to be done by Structural Concrete Bonding of Oregon with protection and direction of traffic by State Forces. under SFO #21

Location by Station Numbers: Throughout project

Estimate of Quantities and Costs:

Labor	$3,900.00
Equipment	1,600.00
Materials	2,500.00
TOTAL	$8,000.00

Explanation: Sealing of deck cracks should minimize future deck maintenance. Experimental work preformed on SFO #19 showed this method of sealing cracks to be adequate at a reasonable cost.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $29,359,902.30

Present estimate of project cost, including $8,000.00 for work under this order 29,075,951.00 ~~$28,370,402.18~~

Expected under-run (amount) . . . . . . $ 283,951.30 ~~384,066.12~~

Expected under-run (per cent) . . . . . 0.97% ~~1.31%~~

Space to right of this line for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Marvin A. Cole Division Engineer
Metro Coord

Approved: ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway~~ Engineer
[illegible]

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

C.C: Zitzewitz

State Printing
1/A.

7276

August 19, 1974

Murphy Pacific Enterprises
4300 Eastshore Highway
Emeryville, CA 94608

Gentlemen:

Fremont Bridge
Contract 7276

Work on the Fremont Bridge Superstructure, Contract 7276, is complete and ready for final acceptance by the State.

To our knowledge the only barrier to final acceptance is the satisfactory transfer of responsibility for the upper deck wearing surface to your subcontractor for that item, Adhesive Engineering Company.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

WJH:dh ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
R. N. Bothman
G. L. Green
John Howard
Pat Randolph
V. E. Skoog

7276

August 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 21

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This Change Order provides for control of traffic by our State Forces. The specialist contractor doing the deck crack sealing is not equipped to handle traffic.

The use of State Forces is in the interest of the traveling public.

The estimated cost of the work to be done by State Forces is $2,000 with Federal participation of $1,800.

The Federal Highway Administration Division Bridge Engineer tentatively recommended approval of the work August 7, 1974.

Your approval as of June 12, 1974 is requested.

Attach.

VG:pr

7276

August 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 20

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

Pressure grouting with epoxy of the cracks in the concrete deck is to be done under this Change Order. The contractor is not on the project and a specialist company will perform the work.

Control of traffic will be by our State Forces under a separate SFO #21.

The estimated cost of the grouting work is $8,000 with Federal participation of $7,200.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer on August 7, 1974.

Your approval as of June 12, 1974 is requested.

Attach.
VG:pr

72.76

Fremont Bridge

FORM 2-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE July 31, 1974

TO Mr. Walter J. Hart
Bridge Engineer

FROM John C. Jenkins
Engineer of Materials

NOTED
A. E. JOHNSON

SUBJECT Asphalt Epoxy Concrete
Fremont Bridge

As a consequence of the meeting held in the office of Mr. Klaboe on July 22 we reviewed Adhesive Engineering Specifications for this material (attached). On page 6 of these specs there is a table relating the number of days at a given Mean Effective Pavement Temperature (MEPT) to the time to reach optimum properties.

Analyzing this table we came to the conclusion that full cure is achieved when a sufficient number of MEPT-days has occurred. By trial and error we determined that the product of MEPT to the fourth power and the days to cure was, for all practical purposes, a constant. This is demonstrated by the following table:

MEPT °F	Time to Cure, Days	$(\text{MEPT})^4 \times$Days
60	78	1,010,880,000
70	46	1,104,460,000
80	28	1,146,880,000
90	17	1,115,370,000
100	11	1,100,000,000
120	5	1,036,800,000

Where MEPT = (1.1 Ta + 0.4 Tm -19)

Ta = Maximum daily temperature

Tm = Minimum daily temperature

In other words, complete cure should have occurred when the summation of $(\text{MEPT})^4$ for each day exceeds 1.1 billion.

RECEIVED
STATE HWY ENGR
1 74
REFER TO
FOR

Info	Invest	R/D	O/R	Sign	Act	File

Records of temperature for Portland were obtained. The airport records were used as being more representative of the bridge site conditions than the KGW transmitter site records. Summations of $(MEPT)^4$ were begun with September 17, the date the epoxy asphalt deck cover was completed. We found that the sum of $(MEPT)^4$ was 1,108,894,769 on October 23, 1973. Temperatures with highs of about 60 F and lows of about 45 F continued to November 1, when the range of temperatures dropped 10 degrees. Nevertheless, by the end of November the sum of $(MEPT)^4$ was 1,496,743,034. From the data furnished by Adhesive Engineering, full cure should have been realized before winter set in.

We ran the computations to May 30, 1974, the limit of our data, at which time the sum of $(MEPT)^4$ had reached 3,840,771,710.

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
R. D. Cunningham
J. A. Broad
J. L. Sollis

TECHNICAL BULLETIN AE-246

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

SPECIFICATIONS FOR CONCRESIVE® EPOXY ASPHALT PAVEMENT

1.1 Epoxy Asphalt Pavement shall consist of coarse aggregate, fine aggregate and mineral filler uniformly coated and mixed with epoxy asphalt binder, placed and compacted under controlled conditions.

1.2 Epoxy asphalt binder or bond coat shall consist of two separate components: Component A, an epoxy resin, and Component B, a homogeneous composition of a petroleum-derived asphalt and epoxy resin hardeners.

1.21 Component A shall be a liquid diepoxy resin obtained entirely from the condensation of bisphenol A and epichlorohydrin. No diluents, flexibilizers, or plasticizers shall be present. It shall contain no contaminants or insolubles such as inorganic fillers or pigments and shall have the following properties:

Property	Value	Test Method
Viscosity at 25°C, poises	100 to 160	ASTM D445
Epoxide equivalent (grams of material containing 1 gram equivalent of epoxide).	185 to 192	ASTM D1652
Color, Gardner, maximum	4	ASTM D1544
Moisture content, per cent, maximum	0.05	ASTM D1744
Flash point, Cleveland Open Cup, minimum °F	400	ASTM D92
Specific gravity, materials, air, and water at 25°C	1.16 to 1.17	ASTM D1475
Appearance	Transparent amber	Visual

1.22 Component B shall be a homogeneous composition of a petroleum-derived asphalt and epoxy resin hardeners. It shall contain no insolubles such as inorganic fillers or pigments, and no contaminants which would adversely affect automatic metering, mixing, or dispensing, and shall have the following properties.

Property	Value	Test Method
Total nitrogen, per cent	0.6 to 0.9	Kjeldahl method, ref: AOAC method, 10th ed., Sec.2.044

® - Registered Trademark

Property	Value	Test Method
Total sulfur, per cent	0.4 to 0.75	ASTM D129
Total chlorine, per cent maximum	0.05	ASTM D808
Acid value, mg. KOH per gram	44 to 54	ASTM D664
Iodine value	75 to 95	Hanus method ref: AOAC method, 10th ed., Sec. 26.020. Digest for 1 hour.
Flash point, Cleveland Open Cup, minimum °F	400	ASTM D92
Moisture content, per cent maximum	0.05	ASTM D95
Viscosity, centipoises, at 210°F	150 to 250	Brookfield Viscometer, Model HBT, Spindle No.1 100 rpm
Specific gravity at 77°F	1.01 to 1.02	ASTM D1475
Color	Black	Visual
Precipitation index	30 to 45	See Appendix A

1.23 When Component A and Component B are mixed and cured 4 hours at 250°F, the material shall have the following properties:

Property	Value	Test Method
Ultimate tensile strength at 77°F, psi	175 to 350	See Appendix A
Elongation at break at 77°F, per cent, minimum	175	See Appendix A
Swelling ratio at 77°F, maximum	3.5	See Appendix A
Leaching at 77°F, per cent, maximum	35	See Appendix A
Thermoset property at 600°F	Shall not melt.	See Appendix A
Water absorption, per cent maximum (demineralized water-immersion for 7 days at 77°F).	0.3	ASTM D570 (Method modified to require abrasion only and not solvents to remove release agents).
Deflection temperature under load (264 psi), °C	Minus 15 to minus 25	ASTM D648 (Method modified by the use of dry ice in oil bath and precooling specimen to minus 70°C).

1.3 Epoxy asphalt aggregate selection shall be determined by local conditions, service requirements and thickness. Following is an aggregate gradation specification as recommended by the Corps of Engineers.

1.31 Aggregates shall consist of crushed stone, crushed or uncrushed gravel, screenings, sand and mineral filler. The portion of these materials retained on the No. 10 sieve shall be known as coarse aggregate; the portion passing the No. 10 sieve and retained on the No. 200 sieve is designated fine aggregate; and the portion passing the No. 200 sieve is designated mineral filler. The coarse and fine aggregates and mineral filler shall meet the following requirements:

1.311 Coarse Aggregate shall consist of the following:

(1) Crushed stone, consisting of clean, sound, durable fragments, having a percentage of wear not exceeding 40 after 500 revolutions, as determined in accordance with ASTM Standard C 131.

(2) Crushed gravel, consisting of clean, sound, durable fragments, having a percentage of wear not exceeding 40 after 500 revolutions, as determined in accordance with ASTM Standard C 131.

1.312 Fine Aggregate shall consist of natural sands, manufactured sands prepared by crushing stone or gravel, or any combination of natural and manufactured sands. Natural sands shall consist of grains of hard, durable rock, free from clay lumps, loam, organic matter, and other foreign matter. Fine aggregate produced by crushing shall conform to American Association of State Highway Officials Standard M 79.

1.313 Mineral Filler shall conform to ASTM Standard D242.

1.314 Sampling and Testing:

(1) General. Unless otherwise directed, aggregate samples will be tested as follows:

ASTM Standard D75 shall be used in sampling coarse and fine aggregates, and ASTM Standard C183 shall be used in sampling mineral filler. No aggregate shall be used in the production of mixtures without prior approval.

(2) Sampling. Samples of the aggregates shall be furnished at the start of production, and at intervals during production of epoxy-binder mixtures. The samples shall be obtained from the processing plant, railroad cars, trucks, stockpiles, and other points in the process of production,

transportation, and storage of aggregates. The intervals and points of sampling will be designated. The samples will be the basis of approval of specific lots of aggregate from the standpoint of the requirements specified hereinabove. Samples of aggregate shall be obtained from the hot bins before the start of paving-mixture production and at intervals during paving-mixture production. These samples will form the basis of approval from the standpoint of paving-mixing requirements.

1.32 Aggregate Gradation:

The mineral aggregate shall be of such size that the percentage composition by weight, as determined by Method 202.01 of Federal Specification SS-R-406, shall conform to requirements hereinafter. Sieves shall conform to ASTM Standard E11.

Sieve Size	Per Cent Passing
3/8 inch	100
No. 4	75-95
No. 10	50-70
No. 20	36-55
No. 40	26-44
No. 80	14-28
No. 200	7-14

The aggregate, as finally selected, shall have a gradation within the limits designated in the table, and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve, or vice versa, but shall be uniformly graded from coarse to fine.

1.4 Composite Properties:

When Component A and Component B are mixed together and blended with the optimum percentage of aggregate indicated from the mix design curve, the epoxy asphaltic concrete shall have the following properties:

Property	Value	Test Method
a. Initial		
Marshall stability at 140°F, minimum pounds	9,000	See Appendix B
Flow value at 140°F, minimum units of 0.01 inch	8	See Appendix B
Recovery at 140°F, per cent, minimum	60	See Appendix B
b. After immersion in JP-4 fuel at 140°F for 24 hours.		
Marshall stability at 140°F, minimum per cent of actual initial stability	85	See Appendix B

Property	Value	Test Method
c. After heating in an air-circulated oven at 400°F for 2 hours.		
Marshall stability, at 400°F, minimum pounds	2,000	See Appendix B

1.5 History of Successful Use:

The contractor shall submit with his bid, a list of three highway, bridge or airport contracts in which the epoxy asphalt material proposed has performed successfully as a pavement, for at least three years, when applied with conventional asphalt paving equipment. Each such description shall include: the location of the previous work; the name of the agency that awarded the contract; the name of the engineer who had responsible charge of the work for the agency; the date work was completed; and a brief description of construction procedures and equipment used.

1.6 Physical Conditions for Paving:

1.61 The surface to be paved must be such that uniform elastic response to dynamic loading occurs. Weak planes, weak areas, irregular shoulder or edge conditions must be repaired or replaced before epoxy asphalt is laid. The base course or subgrade upon which epoxy asphalt is to be placed should be designed to provide the structural requirements of the pavement, without deterioration, when used in conjunction with epoxy asphalt. The ability of epoxy asphalt to provide mechanical, chemical and thermal protection and a smooth-riding surface is limited by the quality of the subgrade. Special pavement designs for locations where extraordinary deflections take place (such as orthotropic bridge decks) may be required.

1.62 The surface to be paved must be thoroughly dry and clean before the bond coat is applied.

1.63 The bond coat must be covered with epoxy asphaltic concrete before the bond coat gels. This period varies with ambient and surface temperatures, and can be between two and ten days.

1.64 Pavement leveling course or subgrade thickness are dependent upon aggregate gradation, mix design, and service requirements.

1.7 The plant required to produce and lay the material is as follows:

1.71 Cleaning equipment for surface to be paved: Street sweepers, water trucks, etc.

1.72 Fixed plant equipment: An existing asphalt plant within an approximate forty-five minute haul of the area to be paved. The plant must be capable of producing Asphalt Institute A-2-b asphaltic concrete. Accurate temperature controls must be available at all phases of production. It must have an area adjacent to the plant large enough for tankage, feed tower, weigh bucket, and loading and unloading facilities for handling epoxy asphalt. Efficient mixing equipment must be provided.

1.73 Mobile Paving Equipment:

1.731 Bond coating requires a special, two-component distributor unit with heat control on tanks, meter batching of the components, and special dispensing pumps.

1.732 Trucks, pavers, rollers, hand compacting equipment and ordinary hand tools required for laying high quality pavement surface courses.

1.8 Handling Characteristics of Binder:

For correct compaction, epoxy asphalt binder should not exceed 1,000 c.p.s. in viscosity during paving operations. To allow for cooling effects and to provide safety factors necessary in placement of the mix, the binder shall not cure faster than shown in the following table.

Temperature, Degrees F	Minimum Allowable Time in Minutes to Reach 1,000 c.p.s.	Test Method
212	140	See Appendix A
235	80	See Appendix A
255	50	See Appendix A
275	30	See Appendix A

1.9 Opening to Traffic:

Epoxy asphalt pavement may normally be opened to traffic before full cure and shortly after compaction. The actual time is dependent on the type of traffic and pavement temperatures. The material requires several days to cure completely. However, the initial bearing strength is normally similar to that of asphaltic concrete. Severe usage and exposure to high heat or solvents should not be allowed to take place until complete cure has been reached.

1.91 The following table shows the cure rate to reach optimum properties:

MEPT (a) °F	Time to Cure, Days
60	78
70	46
80	28
90	17
100	11
120	5

(a) Mean effective pavement temperature, calculated from: MEPT = 1.1 T_a + 0.4 T_m - 19, where T_a is the maximum ambient temperature, and T_m the minimum ambient temperature.

#7276

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P. O. Box 300
Salem OR 97308

DATE: July 12, 1974

In reply refer to: 10-41.DA

SUBJECT: Oregon I-405-8(17)303
Fremont Bridge
State Force Order No. 19

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter of June 27, concerning the subject order.

The use of State Forces to exercise direct control over deck repair work is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The pressure grouting will be performed on an experimental basis and is not adaptable to unit price bidding.

2. The work is small in quantity and specialized in nature.

This work is considered subsidiary to construction operations. The cracking is not the result of construction deficiency.

Federal participation will be based on actual cost. The estimated cost of the work to be done under this order is $2,500 with Federal participation of $2,250.

p G. L. Green

NOTED
H.S. COULTER

Enclosure
State Force Order No. 19

RECEIVED
STATE HWY ENGR
JUL 15 '74
REFER TO
Coulter
FOR

Info	Invs	R/D	D/R	Sign	Act	File

RECEIVED
JUL 17 1974
Office of
Assistant State Highway Engineer

7-17-74
orig. to Gallagher
c/ Keasey

Form 81-704-1160

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7276

Order No. 19

Section Fremont Bridge Superstructure

Date June 11, 1974

Highway Stadium Freeway

F.A.P. No. I-405-8(17)303

County Multnomah

Prefix 626-1013

Account No. 262-19

Description of Work To Be Done: Pressure grout with epoxy cracks in lower concrete deck. Work on this order is of an experimental nature and is not intended to repair all of cracks. Work to be done by Structural Concrete Bonding of Oregon with protection and direction of traffic by State Forces.

APPROVED EFFECTIVE DATE 6-12-74
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE JUL 12 1974
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Throughout Project

Estimate of Quantities and Costs:

Labor	$ 1,200
Equipment	500
Materials	800
TOTAL	2,500

METROPOLITAN ENGINEER
JUN 17 1974

Explanation: This work order is to determine the practicability of repairing cracked areas of the lower concrete deck. From this work it should be possible to decide adequancy of repair plus an accurate estimate of the cost to repair the deck.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$29,359,902.3
Present estimate of project cost, including $2,500 for work under this order	$28,362,402.1
Expected under-run (amount)	$392,066.12
Expected under-run (per cent)	1.34%

Space to right of this line is for use of Salem Office

Submitted by: J. L. Howard
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended: Marion A. Cast
Regional Engineer
Metro Const.

Approved:
Construction Engineer

OK

7276

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

July ~~1~~ 5, 1974

NOTED
E. S. HUNTER

Mr. Jay Murphy
Murphy Pacific Enterprises
4300 Eastshore Highway
Emeryville, CA   94608

Dear Mr. Murphy:

Upper Deck Epoxy Asphalt Wearing Surface
Fremont Bridge - Contract 7276

The contract for the construction of the Fremont Bridge Superstructure calls for adhesion pull-out tests on the upper deck epoxy asphalt wearing surface. On July 1, 1974 three of the six specified pull-out tests were conducted by Adhesive Engineering Co., your subcontractor for the furnishing and placing of epoxy asphalt wearing surface. All three tests and subsequent retests failed at less than the 200 psi pull-out resistance specified.

This is to advise you that formal acceptance of the project will be withheld as long as this out-of-specification condition exists.

NOTED
E. S. HUNTER

RECEIVED
JUL 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
Assistant State Highway Engineer

RECEIVED
JUL 5 1974
Office of
Assistant State Highway Engineer

WJH:dh ia

7-5-74

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. J. Hart
C. T. Keasey
R. N. Bothman
E. L. Hardt
John Howard
J. C. Jenkins
Federal Highway Administration

Scott
The same Firm is to replace the Baldock anti-skid under warranty and this should also be pursued.
Ed

RECEIVED
JUL 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-9-74
Region working on this.

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

July 1, 1974

FROM: Walter J. Hart
Bridge Engineer

Walter J Hart

TO: Mr. H. S. Coulter
Asst. State Highway Engineer

SUBJECT:

Upper Deck Epoxy Asphalt
Wearing Surface
Fremont Bridge
Contract 7276

The contract for the Fremont Bridge calls for the performance of adhesion pull-out tests on the epoxy asphalt wearing surface for the upper deck. Adhesive Engineering Co., the subcontractor for the upper deck wearing surface, deferred these pull-out tests from September 1973, when the wearing surface was placed, until this Monday, July 1. Three of the six specified adhesion tests were performed. All three of the initial tests failed in the bond between the two lifts of the wearing surface or in the body of the upper 1 1/4 lift. The tests were rerun on the remaining wearing surface thickness. These tests also failed to meet the 200 psi specified pull-out resistance.

The contractor was required, under the terms of the contract, to furnish a warranty against failure of the wearing surface. A definition of failure is given in the contract. The contract is not explicit as to the consequences of failure of the adhesion pull-out tests. I believe that the contract documents should be reviewed by our legal staff in order to determine precisely where we stand. Specifically, the coverage under the warranty for the epoxy asphalt wearing surface should be reviewed.

The contract has approximately two weeks' time remaining before we will be into a liquidated damage situation. We can anticipate some problems with the general contractor, Murphy-Pacific, unless the Highway Division can arrive at a decision on the direction it wishes to go relative to the condition of the upper deck wearing surface.

WJH:dh

cc John Jenkins
R. N. Bothman
E. L. Hardt
H. A. Schell
C. T. Keasey

RECEIVED
[illegible] 2 1974
Office of
Assistant State Highway Engineer

7276 8

FORM E-80 10M 10-61 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 2, 1974
Portland, Oregon

To: Memo to the Files

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Epoxy Asphalt Pull-out Test

On July 1, 1974 Dwane Donald of Adhesive Engineering ran a series of three pull out tests on the Fremont Bridge upper deck epoxy AC wearing surface. All three cores failed to meet the 200 psi bond required by the Supplemental Standard Specifications, pg. 72, paragraph (c-2).

Core #1 was taken in the south lane at P.P. 46½. It failed between the layers at 78 psi, and the break was clean. Mr. Donald then ran a test on the lower layer and it failed at 176 psi in cohesion. The break was rough as would be expected. The remainder of the core appeared to be sound.

Core #2 was taken in the south lane at P.P. 36. It failed between the layers at 58 psi, and the break was fairly clean. A few particles from the upper layer remained attached to the lower layer. Mr. Donald ran a second test which failed at 180 psi. This failure was approximately 80% in cohesion and 20% in adhesion (bond between the epoxy and the steel deck.) The cohesive failure was rough and the adhesive failure smooth.

Core # 3 was taken at P.P. ½ in the north curb lane. It had a cohesive failure at 107 psi approximately ¼" above the lower layer. When retested it failed at 190 psi between the layers. The failure was not clean, but the lower layer appeared to remain 100% in tack. There was visual evidence of more binder coat between the layers than existed in the other cores. Mr. Donald felt the increased binder was a result of having started spreading tack at that point.

Mr. Donald decided that additional cores would not be necessary at this time. He plans to take these specimens to California for futher testing.

It should be noted that Muprhy Pacific's contract time will run out July 19, 1974.

RECEIVED
1974
Office of
Assistant State Highway Engineer

James A. Borad

JAB:dgh

James A. Borad
Asst. Res. Engineer

NOTED
H.S. COULTER

RECEIVED
JUL 2 1974
BRIDGE DIVISION

NOTED
W. J. HART

cc: Walt Hart ✗
Al Harwood
M. Craft
R. O. Cunningham
R.N. Bothman
file

#7276

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

June 28, 1974

Mr. Eric F. Nordlin, PE
Chief, Structural Materials Section
California Transportation Laboratory
5900 Folsom Blvd.
Sacramento, CA 95819

Dear Eric:

Thank you for the very interesting and detailed report on the fracture mechanics test of the web plate from the Fremont Bridge.

The theory that static loading can actually cause dynamic strain rates through the process of incremental crack growth might also explain the large crack which occurred on the structure during erection. It would also tend to destroy the theory advanced for the acceptance of CVN testing at 70 F for structural steel to be placed in service down to zero F. The basis for that approach, I believe, was that vehicle loads on a structure do not cause short duration dynamic loads. Our experience, and yours, shows that they don't have to, if a steel has a low dynamic fracture toughness.

We are very much interested in the studies your people have performed in this area.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter
W. J. Hart

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Office of
[illegible] State Highway Engineer

E-123

7276

June 27, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-405-8(17)303

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7276 , State Force Order No. 19

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The Order covers pressure grouting of a portion of the cracks on the lower deck. This work is being done on an experimental basis to determine if this method is feasible for repairing other cracked areas. Work will be done by a specialty contractor with traffic control performed by State Forces.

The estimated total cost of the work to be done under this order is $2,500 with Federal participation of $2,250. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Division Bridge Engineer on June 12, 1974.

Your approval as of June 12, 1974 is requested.

Attach.
JK:dc

1 #7276

9

NOTED
H. S. COULTER

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151

June 25, 1974

State Highway Dept.
Robert Cunningham
5821 N.E. Gilsan
Portland, Oregon 97213

CHANGES IN TERMINAL #1 AREA

During the construction of the west end of the Fremont Bridge, an area of the Port of Portland's Terminal #1 was used as an assembly area.

Certain physical changes were made in the area. After the bridge was completed, the Port of Portland met with the contractor and a mutual agreement was reached as to the returning of the area to its original state.

The area has been repaired and the condition is satisfactory to the Port.

The bridge construction has been a long and demanding task. We would like to express at this time a very hardy congratulations to all concerned. Our staff found both the project engineer office and the contractor very cooperative on the many occasions we have had to contact them on operational problems.

Garry Whyte
Garry Whyte
Manager, Terminal Operations

Coulter

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Office of
Assistant State Highway Engineer

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METROPOLITAN ENGINEER
JUN 27 1974
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offices also in Tokyo,
Chicago, Washington, D.C.

#7276

files

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 21, 1974

Mr. L. P. Monaco
District Real Estate Manager
Union Pacific Railroad Company
P. O. Box 4265
Portland, Oregon 97205

Re: Instrument Survey Agreement
Fremont Bridge Section
Stadium Freeway
Multnomah County
UPRR File 27620 - RR 603

Dear Mr. Monaco:

The agreement, with the current extension, between the Union Pacific Railroad Company and the Oregon State Highway Commission granting the State permission to perform instrument surveys on the Fremont Bridge in Portland, will expire on November 25, 1974. I have been advised by our Bridge Engineer that we do not have any need for continuing this agreement, and will let it expire on November 25, 1974.

Yours truly,

JEChidsey

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:kas

cc: Union Pacific Railroad Company
Portland, Oregon
Attn: R. S. Orr

bc: C. W. Head

NOTED
C. W. HEAD

NOTED
FRAN NEAVOLL

7276

9

May 21, 1974

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request, Fremont Bridge Superstructure Contract No. 7276
FAP No. I-405-8(17)303

Murphy Pacific Enterprises, contractor for the subject project, has requested an additional 90 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra work and labor disputes as reasons for his inability to complete the work within the time allowed. The contract is complete except for some remaining paint work. A suspension of work was ordered effective November 9, 1973, and will be rescinded when suitable painting weather exists. The contract time has been exceeded by 65 days to date with an estimated 20 days of good weather required to complete the work.

Added work not covered by previous requests did delay the project completion by approximately 46 days. This work was specified by extra work orders 6, 9, 13 and 16. The delay to the project was determined on the basis of the proportion of the man-hours expended on these critical items of extra work to the man-hours of that craft expended on all project work on those days.

A labor dispute involving the painters resulted in a delay to contract completion. The dispute occurred during the summer of 1973 and 32 days of prime painting weather were lost (June 23 through July 24). Painting work determined the bridge opening date as it was necessary that certain areas of the bridge should be painted prior to the opening in the interest of public safety of the workmen. Due to the shortened daylight hours and morning humidity, the work performed in the fall prior to the bridge opening was less efficient than that possible during the days lost to the summer labor dispute. The remaining painting work will be performed while the structure is under traffic and this will also affect the efficiency of the work. These changes in conditions cause a loss in production of approximately one third so that approximately 48 days will be required to perform an equivalent amount of painting.

Two days were lost due to hazardous working conditions. To comply with National Occupational Safety and Health Standards requirements the contractor is obligated to suspend any operation when conditions are such that the operation cannot be performed safely. Weather conditions on September 20 and 24, 1973, caused some operations to be unsafe and the contractor was restricted as to the work that could be performed.

Based on the above, I request your concurrence in granting a 96-day extension of contract time. This would provide 31 days to complete the painting when the current suspension of work order is rescinded without assessment of liquidated damages which accrue at the rate of $1,500 per day. A detailed analysis by the resident engineer of each of the delays cited is attached.

WR:mk dn

Attachment

bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

7276 8

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Portland, Oregon 97213
May 3, 1974

To: MEMO TO THE FILE

SUBJECT: FREMONT BRIDGE SUPERSTRUCTURE
CONTRACT NO. 7276

ORIGINAL SIGNED BY R.N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Advised John Howard to reduce the estimated cost to complete the Fremont Bridge Superstructure to $70,000, including painting and deck repairs. This will result in a retention of $140,000 compared to the current $350,000.

There is also $97,500 being withheld in liquidated damages and this will be withheld in addition to the above retainage until consideration is given to an extension of time.

ar

cc H. S. Coulter
C. T. Keasey
J. D. Howard

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

7276

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FOR
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APR 19 1974
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STATE HWY ENGR

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 18, 1974

SUBJECT: FREMONT BRIDGE SUPERSTRUCTURE
CONTRACT NO. 7276

To: A. E. JOHNSON
Deputy State Highway Engineer

Bothman

From: R. N. BOTHMAN
Metropolitan Engineer

I am replying to the questions posed regarding completion of the Fremont Bridge contract. John Howard had planned to meet with Murphy-Pacific representatives this week to review the items yet to be completed. That meeting has not been set as of this date and I am reporting to you with the information I have at hand.

The stop order presently in effect was given to provide for a continuous operation in the touch-up painting inside of the girders. Since these do "leak" substantially this work can only be done during dry sunny days. For these reasons the shut down order was issued during the winter season. I am informed that usually the shut down order can be rescinded by May 1; however, we have not experienced continuous good weather yet. There exist 25 days to complete the project if the time extension submitted is recognized; 100 man days exist to complete this work. This item will be discussed with Murphy representatives and the shut down order rescinded as soon as a reasonable period of good weather exists.

Presently it is estimated that there is $30,000-$40,000 in painting yet to be accomplished. We estimate $10,000 for patching potholes on the upper deck. Therefore the minimum amount of work yet to be done would be $40,000. The major subject of discussion is the top lift of the upper deck; there is a possibility that a substantial portion of the lift will have to be removed due to its failure to bond to the base lift. If the entire top lift were to be removed and replaced the estimated cost would be $124,000. The third possibility relative to the deck failure would be that both lifts could fail the specifications now pending some warm weather to cure. In that case the cost could be considerably more for the repairs. I do not anticipate we would get into that situation, but we could be in the position of replacing a substantial portion of the top lift. I believe it is prudent to estimate the work yet to be performed as $30,000 for painting and $40,000 for deck repairs for a total of $70,000, requiring a retainage of $140,000.

Until the painting time extension request for 65 days in granted, $97,000 will be retained. Retainage required therefore now is $97,000, plus painting $30,000, and deck repairs $40,000.

By copy of this memo John Howard is being directed to reduce the retainage from the present $350,000 to $167,000.

140,000

NOTED
A. E. Johnson

Your third question related to the warranty for the asphalt deck. The warranty states that it is in effect commencing with "formal acceptance of the project." At the present time we have not accepted the deck work because it does not meet the specifications. The contractor advises us he does not wish us to proceed with the final tests because the deck is not cured and the bond required does not exist. There is some doubt whether we will ever receive this bond; however, at the present time it is anticipated that it could possibly develop with the curing out of the epoxy binder. The overall project has not been accepted as of this date due to the work remaining - the painting as well as the curing out of the deck.

ar

cc H. S. Coulter
C. T. Keasey
J. D. Howard

FORM 2-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 11, 1974

To: Memo to the Files

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

On April 5, 1974 a meeting was held at John Howards office to discuss completion of the Fremont Bridge contract. Those in attendence were as follows:

Robert Bothman
Al Harwood
R. O. Cunningham
Ed Hardt
K. A. Kamadoli
John Howard
Jim Broad
Bart Bonney
Mark Durrel

The discussion was divided into three areas, items to be completed by Murphy Pacific, Murphy Pacifics obligations to parties other than the Highway Department, and remedial work to be preformed under a new contract or by state forces.

Of the work to be completed by Murphy Pacific painting represents the largest portion. It was suggested to let the subcontractor propose his cleaning and painting method. Wire brushing would be allowed contingent upon satisfactory performance and the use of "Mobil Zinc 4". The State will reserve the right to require sandblasting.

Cunningham said he felt that some of the paint failures inside the tie girder and arch are the States responsibility being we previously accepted this work. These areas can be painted by state forces.

The contractor will be required to clean both the girder and arch; however, the fine film of dirt on the girder webs will not require removal.

There are a few items of the electrical work remaining to be completed. Al Mather of W. R. Grasley has been informed and is making arrangements to finish this work.

ME CE CPE DE OE
METROPOLITAN ENGINEER
APR 15 1974
UE FILE T/A

SP*62479-734

Prior to final acceptance of the project the upper deck epoxy wearing surface must be satisfactorly repaired. Acceptance will also be contingent upon the wearing surface passing the pull out test as specified on page 72 of the Special Provisions.

In order to properly consider a reduction in retainage John Howard will make an estimate of repair costs. His estimate will be separated into three parts dependent upon the following assumptions:

1) Repair damaged areas
2) Replace entire upper layer
3) Replace entire wearing surface (both upper and lower layers)

Murphy Pacific only other contract requirement concerns a minor amount of paper work that has yet to be completed on several Extra Work Orders.

Murphy Pacific has two obligations to parties other than the Highway Department. They have an agreement with the Port of Portland to pave under the west span, and they have an agreement with the City of Portland to pay a portion of Front Ave. repair costs. John Howard will confirm satisfactory preformance on these obligations. He will seek a letter of confirmation from the Port.

At this point in the meeting the conversation turned to additional work required beyond Murphy Pacific contract. Where possible this additional work will be placed on an anticipated upcoming project.

The first topic of concern was the drainage system. Both the upper and lower deck drains plug. It was generally agreed that no action would be required on the lower deck drains. The lower deck is protected enough so as to prevent any accumulation of water in the gutters.

For the upper deck drains several solutions were proposed (sumps and periodic flushing). The general feelings was that the sumps would not solve the plugging problem. Ed Hardt will explain this to Gib Anderson. Periodic flushing will clean the drains but a large water truck is not available. No good permanent solution was offered, and no action was suggested other than having maintenance make an annual clean out. When the epoxy wearing surface problem is solved the drains may not require as much attention.

There was also considerable question as to whether or not all these drains are really necessary.

The problem of cleaning out the drip pans at P.P. 0 and 48 was also discussed with no good solution being offered.

Kamal Kamadoli stated that the problem of water getting into the tie girder would be considered by the Salem Design Office. They will make a proposal for inclusion into the new contract.

The discussion then turned to a potential traffic hazard on the lower deck. Fast moving passenger vehicles quickly overtake trucks moving at very slow speeds due to the 5% grade on the west end. Visibility is reduced from the tunnel effect and the sharp curves on the approach ramps. The possibility of leaving the lower deck lights on at all times and the installation of "slow moving truck" signs were mentioned.

The expansion finger problem at P.P. 0 and P.P. 48 was then considered. Everyone agreed this could lead to future trouble and some attempt at correction should be attempted. The problem seems to be caused by lack of uniform bearing on the end supports for the finger plates; thus, allowing the assembly to bounce when hit by traffic. The impact in turn causes vibrations throughout the portal as well as exessive noise. Three possible solutions were discussed: Heat straightening, shimming, and milling. R. O. Cunningham will coordinate the investigation into these areas.

The final topic for discussion was the cracking of the lower deck concrete. John Howard's office will take infared slides of the worst area (P.P. 5 to P.P. 13) in an attempt to determine the cause of the cracks and to establish if they are stabilized. Additional cores will also be taken. John Howard will prepare a cost estimate for sealing the cracks.

John D. Howard
Resident Engineer

by

James A Broad

James A. Broad
Asst. Res. Engr.

cc: Robert Bothman
Al Harwood
Ed Hardt
Bart Bonney
K.A. Kamadoli
Bridge

#7276

5

UNITED STATES GOVERNMEN

Memorandum

DEPAR MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 1, 1974

In reply refer to: 10-41.62

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge
Suspender Cable Preliminary Draft Report

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention Mr. W. Hart

We are returning herewith your draft of the "Load Measurements in Fremont Bridge Suspender Cables Using Harmonic Method." We have made notes in the margins where we think changes would enhance the scope and accuracy of the report.

Thank you very much for allowing us to make this preliminary review.

G. L. Green

Enclosure

3-6-74
original & attachment to
Walt Hart for TAA

RECEIVED
STATE HWY ENGR
MAR 4 '74
REFER TO Hunter
FOR

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TAA

3-4-74
To Hart
for appropriate
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RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

7171

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 13, 1974

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. Robert N. Bothman
Metropolitan Engineer

SUBJECT:
Fremont Bridge Suspender Cable Spacer Rods

NOTED
E. S. HUNTER

We have the approval of the FHWA to purchase and install neoprene coated cable spacers on the Fremont Bridge suspender cables. These spacers would be installed at selected locations at four panel points (two each north and south girders) on a trial basis. The spacers would be installed on the suspender cables at two-thirds the height of the cables from the top and would be staggered similar to those already in place. A study of the performance of these spacers should give us information on which to base a decision on installing similar units on the remaining suspender cables.

Attached is a copy of the item description as prepared by Preformed Line Products Company for your use in ordering the spacer rods. In all, 64 spacer rods (32 pairs) will be required for the four panel points.

Please note that the aluminum clad steel spacer rods are not acceptable. All rods must be galvanized.

We understand that the cable spacer rods now in place on the suspender cables are aluminum clad steel and not galvanized. The potential exists for a breakdown by electrolytic action between the galvanizing and the aluminum cladding. A periodic check should be made of the cables at the spacer locations to see if this type of deterioration could be occurring.

WJH:dh
Enclosure

cc E. S. Hunter
John Howard
H. A. Schell

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7276

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge
Metallurgical Engineers, Inc.
Reports V and VI

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. W. Hart

Mr. Carl Hartbower, FHWA Welding Engineer, during his recent Portland visit, asked if certain photographs in the subject reports could be made available to him in the form of slides. These will probably be used as teaching aids and in seminars such as the January 30 seminar at the Sheration which was attended by several of your people.

We understand through Harry Czyzewski that MEI has black and white negatives on file from which slides could be made. The quality of negative to slide reproduction is much better than glossy print to slide reproduction.

We would appreciate it if you could contact Metallurgical Engineers, Inc. and furnish us with slides from the following negatives:

Report	Figure	Negative
VI	52	(41931)
VI	51	(41929)
VI	50	(41587)
VI	49	(41927)
V	21	(40369)
V	20	(40376)
V	13	(40375)
V	10	(41812)
V	7	(40340
V	5	(38575)

NOTED
E. S. HUNTER

Walt Hart
Pls. handle
2-11-74

We will cover the cost of any reproduction.

for Vernon V. Cusack

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STATE HWY ENGR
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-11-74
original to Walt Hart
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7276

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OREGON STATE
HIGHWAY DIVISION

Send copy to C.T. Keasey
sent 2/6/[illegible]

METROPOLITAN ENGINEER
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FEB 1 1974
☒ ME ☒ AME ☒ AME ☒ MOE ☐ MDE ☐ MTE

January 30, 1974

Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Epoxy Asphalt Wearing Surface

NOTED
H. S. COULTER

Murphy Pacific Enterprises
P. O. Box 3044
Portland, Oregon 97208

Attention: Al Tokola

Gentlemen:

I would like to bring to your attention an adverse condition which is developing on the epoxy asphalt wearing surface on the upper deck of the Fremont Bridge. The surface is showing undue wear. The material is ravelling out in the travel lanes and holes are developing. Some of these holes are deteriorating at an alarming rate. One in particular has already advanced through the upper layer of epoxy asphalt.

You might wish to contact Adhesive Engineering to determine if there is any preventative action which might be taken at this time.

Respectfully,

John D. Howard
Resident Engineer

by

James A. Broad
Asst. Res. Engr.

Coulter
cc Keasey

cc: Walt Hart
R. N. Bothman X
file

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Office of
Assistant State Highway Engineer

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H. S. COULTER
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JAN 25 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 23, 1974
Milwaukie

SUBJECT: Results ISOLV treatment to the Fremont Bridge

To: Memo to the files

Applications of ISOLV anti-icing agent to the Fremont Bridge so far this winter are as follows:

Date	Amount	Where placed
12/31/73	2000 gallons	All lanes on structure & ramps.
1/8/74	570 gallons	All lanes top deck & 2 outside lanes lower deck structure only.
1/11/74	1320 gallons	All lanes, ramps top deck & 2 outside lanes lower deck structure.
1/20/74	750 gallons	All lanes top deck & 2 ramps.
	4640 gallons total.	

[illegible]ED
B. KLABOE

NOTED
A. E. JOHNSON

The weather conditions between the December 31st application and the January 11th application was cold with no precipitation, although snow had threatened several times. On the night of January 11th precipitation fell in the form of ice pellets and freezing rain. Everything was covered with at least ¼" of ice; the Fremont Bridge was no exception.

We could determine no effect from the ISOLV, even though it had been applied to the structure three times in the past twelve days, the last application being just a few hours before the storm.

We could tell no difference in the melting rate, or the effort required to remove the ice, between areas where ISOLV had been applied and where it had not been applied.

We had heavy rains and flooding from January 14th to the 18th. I am sure that most of whatever ISOLV was on the bridge was washed away.

In conclusion — It doesn't work
One time it doesn't work
the next time it does. —
HSC

On January 20th heavy frost was predicted, so we reapplied the ISOLV at 2 gallons per 1000 sq.ft. On the morning of January 21st it was quite evident that this time the chemical had worked. Where we had applied it, there was no frost and the roadway was not slick even though the temperature had dropped to around 25° F.

It seemed to work equally well on PC concrete as well as epoxy concrete. The only apparent difference being that it ran more on the PC concrete and soaked into the epoxy concrete.

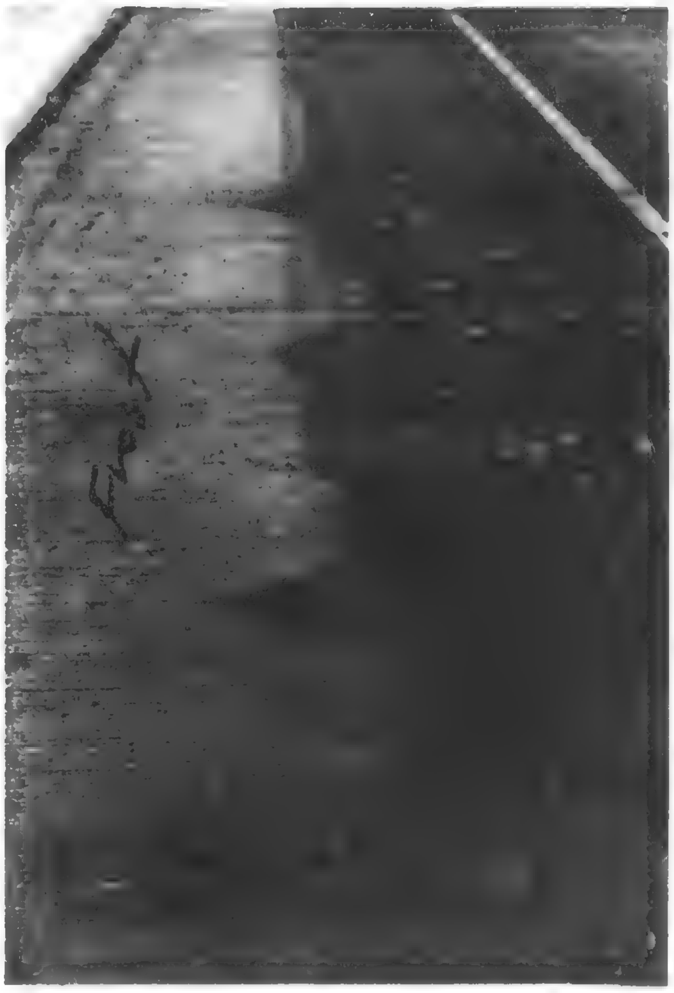
Pictures are attached to show the approach and deck conditions at 9:00 A.M., January 21st.

Max J. Klotz
District Engineer

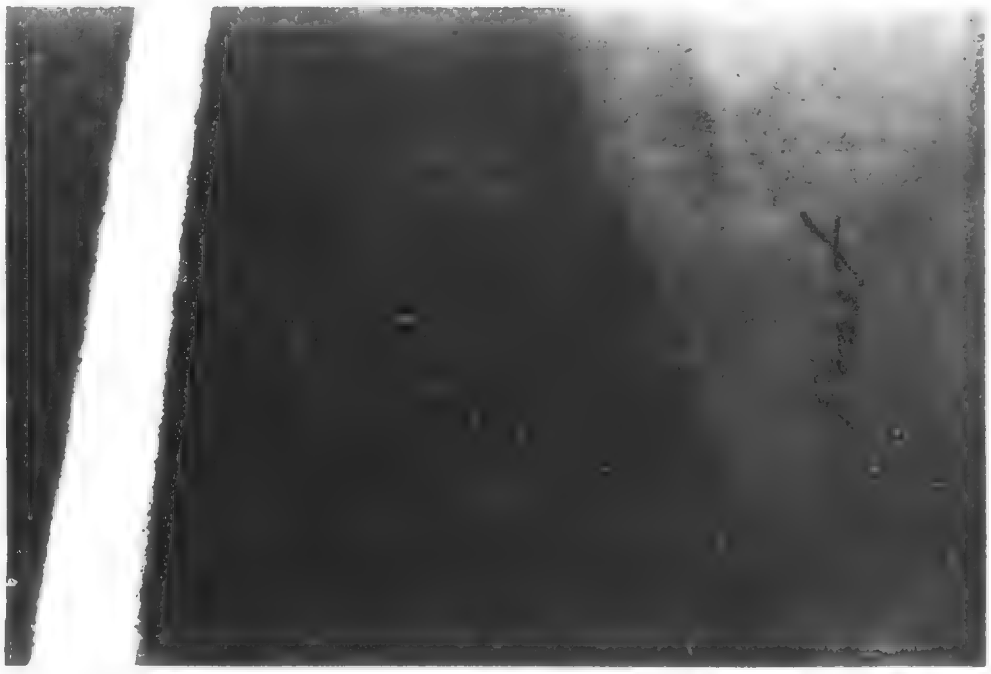
MJK:ebg

enclosure

cc: H. Scott Coulter
    Walt Hart
    D. H. Moehring
    L. W. Rulien
    Howard Read



East approach to Fremont Bridge & close-up of frost line where "ISOLV" stopped running on P.C concrete.



Frost remaining on shoulder of bridge deck & close-up of line where "ISOLV" stopped running on epoxy concrete.

-:7276

5

January 23, 1974

Mr. R. C. Craw
Comptroller-Treasurer
Portland Terminal Railroad Company
Room 209 Union Station
Portland, OR 97209

Flagging

Gentlemen:

In reply to your letter of January 21, it is our standard operating procedure to withhold 10 percent on all current billings until the work is actually completed and final billing made.

As of this date, we have not received official word that all of the billings for this work have been submitted. If the work has all been completed and billed for in their entirety, please advise; if not, please submit a final billing, noting it as such. In either case we will follow through by making final payment.

Very truly yours,

L. H. Young
Office Engineer

RDA:dg

cc Jess Jones

SUBJECT

Form 4

PORTLAND TERMINAL RAILROAD COMPANY

OFFICE OF COMPTROLLER

R. C. CRAW
Comptroller

PORTLAND, OREGON 97209

IN YOUR REPLY PLEASE REFER TO NO. 152 V-12

January 21, 1974

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We are once again tracing the 10% amount withheld from the following bills:

B/C 65260	August 1972	Bal. due	$48.14
B/C 64087	September 1972	" "	17.67
B/C 64265	January 1973	" "	13.14
B/C 65556	April 1973	" "	6.74
		Total	$85.69

Copies of our letter dated September 13, 1973 to Mr. R. O. Cunningham, and our letter of November 27, 1973 to Mr. L. H. Young are enclosed.

To date we have received no reply, and we would appreciate your earliest consideration of this so we may close out our accounts.

Yours truly,

RCCraw

Comptroller-Treasurer

Encl.

NOTED
R. D. ASBURRY

RECEIVED
JAN 22 1974
OFFICE ENGINEERING SECTION

7776 5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE January 14, 1974

TO F. B. KLABOE
State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

SUBJECT Traffic Volumes
Fremont, Marquam & Morrison Bridges

Attached is an indication of the traffic volumes on the Fremont, Marquam and Morrison Bridges since November 1, for your information.

Also attached is a weekly count of the four major freeway accesses to the Portland central business district during November, December and January to date. The indication for the total traffic moved on these four arterials is alarming indicating an approximate drop of nearly 20 percent since November and a drop of nearly 10 percent from the same date in 1973.

pb

Attachment

cc: H. S. Coulter

RECEIVED
JAN 16 1974
Office of
Assistant State Highway Engineer

Form E-147-

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

PART I
THURSDAY TOTALS

State Printing

	MARQUAM BRIDGE					FREMONT BRIDGE		
STA DTE	101	102	103	104	TOTAL	113	114	115
11-1-73	23400	26800	20900	24100	95200			
11-8	22200	25700	19700	23700	91300			
* 11-15	19100	22200	18400	21900	81600		BRIDGE	OPENED
** 11-22	19600	22200	18000	19900	79700		THANKSGIVING	
11-29	15200	18700	17600	21900	73400	8300	7800	10900
12-6	15300	18900	17500	21800	73500	8700	8400	11300
12-13	15000	18700	17400	21700	72800	8700	8400	11200
*** 12-20	14500	17700	19100	22900	74200	9000	8400	11400
12-27	12700	15100	18000	21000	66800	7600	7500	10200
1-3-74	12200	14700	16100	19600	62600	8100	7600	10100
1-10	12900	17600	15400	18700	64600	8300	7800	10300

METROPOLITAN ENGINEER
RECEIVED
JAN 11 1974
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MPE ☐ MTE

* FREMONT BRIDGE OPENED
** THANKSGIVING
*** PRE XMAS RUSH

AY

SHEET

PART I

THURSDAY TOTALS

	/ FREMONT BRIDGE					/ MORRISON BRIDGE		
TOTAL	113	114	115	116	TOTAL	014E	014W	TOTAL
95200						18800	23700	42500
91300						18800	23500	42300
1600		BRIDGE	OPENED			18000	22600	40600
79700		THANKSGIVING				5400	6600	12000
3400	8300	7800	10900	9300	36300	17700	21800	39500
73500	8700	8400	11300	9400	37800	17900	22100	40000
72800	8700	8400	11200	9400	37700	17900	21600	39500
74200	9000	8400	11400	10000	38800	18700	23000	41700
66800	7600	7500	10200	8900	34200	15800	19900	35700
2600	8100	7600	10100	9000	34600	15600	19000	34600
4600	8300	7800	10300	8600	35000	15600	18900	34500
* * *	PRE XMAS RUSH							

OREG

/ SHEET .... OF .... SHEETS VISTA TUNNEL

	STA / DATE		107	108	109	110	111	112
	11-1-73		19100	9900	6200	4400	10000	17200
	11-8		18400	9500	6100	4200	9500	15800
*	11-15		16300	9200	7000	6500	9400	14000
**	11-22		11600	2900	5200	6000	3600	9700
	11-29		14700	9300	10100	9200	9600	12000
	12-6		14600	9600	10200	9200	9800	11900
	12-13		14800	9300	10400	9300	9800	12000
***	12-20		14500	9400	11300	9800	9300	12100
	12-27		12400	7900	9700	9300	8200	10600
	1-3-74		11700	7700	9500	8100	7900	9900
	1-10		11800	8100	9500	8300	8300	10000
	1-17							
	1-24							
	1-31							
	2-7							
	2-14							
	2-21							

* FREMONT BR. OPENED

** THANKSGIVING

*** PRE X-MAS RUSH

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

PART II

THURSDAY TOTALS

UNEL		/ BANFIELD FREEWAY			/ BALDOCK FREEWAY			/ MINNESOTA	
12	TOTAL	013E	013W	TOTAL	016N	016S	TOTAL	019N	019
7200	66800	50200	52400	102600	41600	40000	81600	41100	406
5800	63500	46500	49600	96100	41500	39300	80800	38800	3840
000	62400	45100	48400	93500	39900	38700	78600	38400	382
700	39200	32500	31000	63500	27400	26900	54300	29800	2930
000	64900	47900	49300	97200	40200	38000	78200	40400	398
900	65300	49200	50200	99400	40100	37900	78000	41600	4070
2000	65600	47300	49500	96800	39800	37800	77600	40800	3980
100	66800	48700	51300	100 000	40700	38500	79200	42500	4260
600	58100	43500	45100	88600	36300	35300	71600	37300	3830
900	54800	40500	42700	83200	35400	33600	69000	35700	3490
000	56000	40500	42900	83400	34600	32600	67200	35200	34000

D

TABULATION SHEE

SHEET .... OF .... SHEET

TOTALS

CK FREEWAY		MINNESOTA FREEWAY						
016.5	TOTAL	019N	019S	TOTAL		GRAND TOTAL	YEAR AGO	
40000	81600	41100	40600	81700		332 700	315 000	
39300	80800	38800	38400	77200		317 600	313 600	
38700	78600	38400	38200	76600		311 100	323 700	
26900	54300	29800	29300	59100		216 100	214 200	THANKSG
38000	78200	40400	39800	80200		320 500	318 700	
37900	78000	41600	40700	82300		325 000	244 300	SNOW
37800	77600	40800	39800	80600		320 600	272 300	SNOW
38500	79200	42500	42600	85100		331 100	339 100	PRE-XMA
35300	71600	37300	38300	75600		293 900	323 900	
33600	69000	35700	34900	70600		277 600	307 500	
32600	67200	35200	34000	69200		275 800	184 800	ICE
							306 700	
							308 900	
							308 900	
							312 300	
							321 500	
							318 300	
							318 400	

7276

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 9, 1974

TO Mr. Vernon E. Skoog
Controller

FROM Robert J. Wright
Bridge Office Engineer

NOTED
A. E. JOHNSON

SUBJECT MEI Consultant Agreement
Fremont Bridge Superstructure
Contract 7276

The consulting engineering firm of MEI-Charlton, Inc. has completed all technical services rendered in the investigation of the crack in the Fremont Bridge.

Attached are two copies of a third supplemental agreement which authorizes payment of an overrun of $2,476.06. The amount shown in the agreement is $2,610.38, the cost of investigations carried out in San Francisco.

Since the retainage has already been released, please make payment for the overrun. This amount will be the final payment for work done under the agreements.

Also attached is a Field Purchase Order payable to MEI for their review of a commentary of the MEI reports by Mr. Hartbower. Payment by Field Purchase Order was discussed with you on December 27, 1973 and has been approved by the FHWA as shown in the attached letter dated January 4, 1974.

The invoice attached to the Field Purchase Order shows the consultant's account balance which does not check with the State's balance. Please let us know which balance is correct.

RJW/ag

Attachs.

cc A. E. Johnson
E. S. Hunter
R. N. Bothman

RECEIVED
STATE HWY ENGR
JAN 9 '74
REFER TO
FOR
Info Invs K/D D/R Sign Act File

7276

A E Johnson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 28, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308 Attention Mr. H. A. Schell, Jr.

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Metallurgical Investigation
Fremont Girder Fracture
Contract 7276

You were sent a copy of Mr. Czwzewski's comments of Mr. Hartbower's review of the reports made by MEI on the Fremont girder fracture.

We would like to final MEI's contract as soon as we receive your concurrence. Attached is a billing received from MEI for their work involved in reviewing Mr. Hartbower's commentary on December 27, 1973. Mr. R. J. Wright discussed with Mr. R. W. Pillsbury the method by which this billing should be paid as well as FHWA approval to participate in the cost.

Since a final supplemental agreement has just been processed to authorize payment of the overrun caused by a study of the steel plate fabricated in San Francisco, it is deemed expedient to pay for the attached billing by Field Purchase Order The rates used on the billing are those approved under the agreements with MEI.

RECEIVED
STATE HWY ENGR
JAN 2 '73
REFER TO

Info	Invs					

Since the number of hours worked on the review appeared questionable, Mr. Czwzewski was contacted for a further explanation. He said his time consisted of most of one day (6 hours) spent in analyzing Mr. Hartbower's statements and correlating them with the seven MEI reports. A technican spent most of one day (7 hours) making an independent review which included the taking of measurements of the flaw size listed on Page 2 of the MEI review. Calculations were checked and initial drafts of the review were the result of a joint analysis by Mr. Czwzewski and the technican.

The half day (4 hours) work done by the clerk included researching the files and reports, marking them for use by the others as well as typing of the initial and final drafts of the review.

In view of the above, we feel the costs are justified. May we have your approval to participate in this cost, payable by Field Purchase Order.

RJW/ag

cc A. E. Johnson
E. S. Hunter
R. N. Bothman
C. T. Keasey
V. E. Skoog

5

7816

December 24, 1973

MEI-Charlton, Inc.
2340 S.W. Canyon Road
Portland, Oregon 97221

5d

12-19-73

[illegible] CONTRACTS and
[illegible] 4399

Gentlemen:

Attached for your files is a fully executed copy of Supplemental Agreement No. 3 to cover the payment for investigation of a steel plate that was fabricated in San Francisco for the Fremont Bridge Superstructure.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att.

cc Walt Hart

7276

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 3, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Supplemental Consultant Agreement with
MEI-Charlton, Inc.
Fremont Bridge Superstructure
Contract 7276

By Commission action of January 11, 1972, an agreement with the firm of Metallurgical Engineers, Inc. (now MEI-Charlton, Inc.) was approved for technical services in the investigation of a crack in the main girder of the west span of the Fremont Bridge during construction. Work under this agreement and two supplemental agreements covering similar investigations has been completed.

At our request the same consultant made an investigation of a steel plate fabricated in San Franciso, and it has been determined that this work is outside the scope of the original and supplemental agreements. This third supplemental agreement estimated to cost $2,610.38 will compensate the consultant for this extra work.

This is a Federal-aid project and Federal Highway Administration approval has been received.

On November 29 Chairman Jackson approved the supplemental agreement and granted authority for me to sign it for and in your behalf. This will be an item on the December 19 agenda for your information and for entry in the Commission minutes.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. E. Skoog
W. J. Hart
R. N. Bothman
Gary Sund
R. E. Whipps

RWH/dh/ag dpy

#7276

5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 21, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge
Final Metallurgical Report

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Walt Hart

We have finished our review of the report prepared by MEI on the Fremont fracture and subsequent study. Work done by this consultant is acceptable to us.

Additional comments by Mr. C. E. Hartbower, our metallurgical expert, are attached as an independent analysis of the MEI reports, I through VII.

For G. L. Green

Enclosure

NOTED
E. S. HUNTER
CC Barrie
11-27-73

RECEIVED
STATE HWY ENGR
NOV 23 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

[illegible]

11-26-73
Copy to Hart

RECEIVED
NOV 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CEHartbower/bs
10-29-73

Review of MEI Reports on the FREMONT BRIDGE Failure

ABSTRACT Summary Report VII

Comment: The abstract is nicely worded and generally covers the important observations. However, the ~~subject~~ Consequence of defective welding Completely covered is not mentioned, inspite of evidence of excessive we weld heat-affected zone hardness and cracking. The supporting reports (I-VI) emphasize the role of lamellar cracking and place little emphasis on the evidence of poor fabrication procedure. The observation of a "metallurgical notch" in the critical radius of the junction plate is the only fabrication procedure discrepancy mentioned in the abstract and the only fabrication-procedure discrepancy given any emphasis in the supporting reports.

Figure VII.7

Comment: The observations relative to this figure point out that "This cross section also shows the substantial heat-affected zone in the radius of the junction piece and a complementary zone in the A514 steel... It is reasonable that the heat-affected zones in the radius, and on the face of the arch flange, are a result of overheating during preheating for the welding procedure."

For the metallurgist, the microstructure and hardness of the "overheated" radius shows that the metal was heated above the critical (A_{c1}) temperature; i.e., a temperature above 1200-1300°F. An oxy-acetylene torch would be capable of such a temperature but the operator would have to be extremely careless or poorly trained.

Fracture occurred in the SOUTH GIRDER, initiating in the junction-piece radius and arresting in the horizontal welds joining (1) the 1-in.-thick A588 web plate and the A36 web-plate material (in the north in-board web) and (2) the 2-3/4-in.-thick A588 web plate and the 1-in.-thick A588 web-plate material (in the south out-board web). The heat-affected zone in the radius clearly influenced the start of fracture by providing a metallurgical notch.

Whether the lamellar tearing would have caused fracture without the metallurgical notch is debateable. The phenomenon of lamellar tearing "embraces both decoherence at the interface of the metallic inclusion and the matrix, and a tearing apart of the matrix between the voids formed by decoherence... The anistotrophy (no paragraph) ~~The aristotroph~~y of steels is attributed mainly to the presence of nonmetallic inclusions which are elongated by the rolling process and oriented to lie largely parallel to the plane of the plate... In terms of discontinuities in the load path, the inclusions usually have a greater length than width."*

From the above description of lamellar tearing, one would expect to see short tears in the section of Fig. VII.7, which is the case, and longer nucleation sites in the fracture surface. The MEI investigation in fact revealed multiple nucleation sites in the radius of the junction plate. The size of the nucleation sites as observed in the fracture surface was not reported.

---

* (Ref. WRC Bulletin 168/December 1971, Lamellar Tearing, by J.E.M. Jubb).

HEAT-AFFECTED-ZONE HARDNESS

Comment: Repeated reference to high-hardness weld HAZ (RC 38, RC 40, RC 42), indicates improper preheat and/or interpass temperature.

See I.3.1

See II.3.1.1

See IV.3.1 and IV.3.1.1

See V.4.2

See VI.3.1 and VI.3.1.1

Although the several MEI reports are not addressed to the question of responsibility, it appears that MEI favored the fabricator. Repeated emphasis was on lamellar cracking as a major factor in causing the failure together with the low fracture toughness of the A588 junction plate in the transverse direction. This suggests that the steel producer was at fault. The Charpy (CVN) impact values were in fact very poor (less than 15 ft.-lb. at plus 40°F.), and the plane-strain fracture toughness was very, very low (20-35 ksi-in.$^{1/2}$). However, some serious questions remain to be answered regarding the welding procedure used by Murphy Pacific, particularly as regards preheat and/or interpass temperature. The weld cracking and HAZ hardness readings suggest that this bridge would have been in serious trouble later in service if the junction piece had not failed during fabrication. } Note T

OVERALL COMMENTARY

Obviously, at this point in time, ~~I am not raising questions~~ the questions are raised not from the standpoint of liability but in the interest of setting the record straight.

After reviewing the MEI reports, I see low toughness in the junction plate as a prime factor in causing the fracture. If the junction plate had been oriented with the principal rolling direction longitudinal in the girder, and if the toughness had been adequate, the lamellar tearing would have been innocuous. However, the high hardness measured in weld heat-affected zones suggests inadequate preheat and interpass temperature, and the cracking (1) in the "sealing" Weld ~~bead~~ at the junction-plate arch-rib-flange interface and (2) at the root of the weld joining the arch-rib flange to the junction plate, would have been initiation sites for fatigue and fracture in service.

77316

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 10, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Supplement to MEI Agreement

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHN

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposed third supplement to the consultant agreement with Metallurgical Engineers Inc. is approved as submitted with Mr. Hunter's August 28 letter.

We recognize the unusual circumstances surrounding this matter beginning with the emergency nature of the work and continuing with the misunderstanding as to the need for a supplement to the agreement which has resulted in a long delay in processing the supplement following the completion of the work. We wish to request, however, on future cases of this type that sufficient information be furnished immediately to allow compliance with Paragraph 10c of PPM 40-6 with an executed supplemental agreement executed within 90 days.

for G. L. Green

NOTED
E. S. HUNTER

10-12-73 Coulter
" Young
Hart
Jenkins
Skoog
Bothman
R.O. Cunningham

RECEIVED
STATE HWY ENGR

OCT 11 '73

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
OCT 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

August 28, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

MEI Supplemental Agreement
Fremont Bridge Superstructure
Contract 7276

Enclosed are three copies of the Supplemental Agreement No. 3 for inspection work by MEI to investigate the crack in the structural plate that was fabricated in San Francisco to replace the area removed at Panel Point 3 on the subject project. Your letter of July 25, 1973 indicated a supplemental agreement would be necessary since this inspection work was outside the scope of the original agreements.

On August 27, 1972 the crack was discovered in the fabrication shop in San Francisco and the consultant was instructed to immediately travel to the shop and inspect the plate so that a decision could be made as to whether the plate should be rejected or repaired. Mr. Czyzewski, President of MEI, made the inspection in the shop and made arrangements for the taking of samples which was done in his laboratory in Portland. A metallographic study was made of the steel plate and physical properties were obtained. The tests were completed and the final report submitted on September 22, 1972. Copies of the reports are attached.

Total cost of the above work was $2,610.38 as shown on the attached invoices. The salary rates shown on the invoices are the same as those already approved under the original agreement. The hours worked by the MEI personnel were as follows:

Project Engineer	37.4 hours
Technician	50 hours
Asst. Technician	17 hours

This time spent on the project is reasonable in view of the extent of the tests that were run and the fact that the work was done over a period of 20 working days.

Your letter of July 25, 1973 indicated you would participate in this cost. May we have your confirmation of this date as the effective date of the agreement with retroactive approval of the costs incurred from August 28, 1972 to September 22, 1972.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
V. E. Skoog
Walt Hart
R. N. Bothman
R. O. Cunningham
R. N. Chase w/att.

RJW:dh jf

1276

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 25, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
MEI Consultant Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's July 11 memorandum requests Federal participation in a cost overrun of the work done by MEI on the Fremont Bridge superstructure. We are aware of the work that was done and will participate in the cost. A supplemental agreement will be necessary to include the extra work outside the original agreement.

We will forward our comments on the MEI reports in the near future.

G L Green
G. L. Green

RECEIVED
STATE HWY ENGR
JUL 27 '73
REFER TO
Hunter
FOR

Info	Answer	Rec	D/R	Sign	Act	File
						✓

cy Hart

Hart

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

RECEIVED
JUL 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

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FORM

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 24, 1973

TO Mr. John Jenkins
Engineer of Materials & Research

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT MEI Investigations
Fremont Bridge Superstructure
Contract 7276

Attached are MEI invoices totaling $2,610, and a memorandum from you about the MEI examination of the cracked lukens plate in the San Francisco fabrication shop.

Although payment of this work was originally approved by the FHWA under the existing agreements, they now insist that we pay for this work by supplemental agreement.

In order to process the agreement, we will need a cost justification of the inspection similar to what is required when a private inspection firm is hired for out-of-state structural steel inspection. Please provide me with a justification for this inspection work at your earliest convenience.

RJW/ag

Attach.
cc E. S. Hunter
R. Hacek
R. Chase
R. N. Bothman
R. O. Cunningham

NOTED
E. S. HUNTER

RECEIVED
JUL 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

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FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR. 97301

DATE June 19, 1973

TO A. E. Johnson
Deputy Highway Engineer

FROM Walter J. Hart
Bridge Engineer

7276

SUBJECT Fremont Bridge Girder Fracture Investigation

Attached is a copy of Report No. 7 by M.E.I. on the metallurgical investigation of the Fremont Girder Fracture. Report No. 7 is a summary and conclusions by M.E.I. of their phase of the Fremont Girder Fracture study. Copies of reports No. 1 through 6 are available in our files for your review, if necessary.

WJH/lp

cc H. S. Coulter

Encl.

RECEIVED
JUN 20 1973
Office of
Assistant State Highway Engineer

INVESTIGATION OF RESIDUAL STRESSES IN GIRDER TRUSS JOINT AREA; FREMONT BRIDGE,

Report VII. Overall Summary of
Findings and
Conclusions.

nt: State of Oregon,
Department of Transportation

Ref. No. 705062

working with
MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

COPY 15

INVESTIGATION OF RESIDUAL STRESSES IN GIRDER TRUSS JOINT AREA; FREMONT BRIDGE,

Report VII. Overall Summary of Findings and Conclusions.

Client: State of Oregon,
Department of Transportation

Ref. No. 705062

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PORTLAND, OREGON 97207
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TO: State of Oregon, Department of Transportation

REF. NO.: 705062

SUBJECT: INVESTIGATION OF IN-CONSTRUCTION CRACK IN GIRDER TRUSS JOINT AREA; FREMONT BRIDGE.

Report I.	Findings to date, 1-15-72.
Report II.	Properties of A-588 Steel of Junction Piece on West Side of the Fracture.
Report III.	Determination of Properties of Independent Coupon of A-588 Steel.
Report IV.	Completion of Web Fractography and Junction Piece, and Web Fracture Toughness Properties.

SUBJECT: INVESTIGATION OF HEAT-AFFECTED ZONE IN CRITICAL RADIUS OF THE JUNCTION PIECE, GIRDER TRUSS JOINT AREA, NORTH GIRDER WEST SIDE; FREMONT BRIDGE. SUPPLEMENT I.

Report V.	Study for the Heat-Affected Zone in the Critical Radius of the Junction Piece of the North Girder, West Bank.

SUBJECT: INVESTIGATION OF RESIDUAL STRESSES IN GIRDER TRUSS JOINT AREA; FREMONT BRIDGE, SUPPLEMENT II.

Report VI.	Determine Residual Stresses in an East Bank Girder Section.

SUBJECT: Report VII. Overall Summary of Findings and Conclusions.

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TO:
State of Oregon
Department of Transportation
Attention: Mr. W. J. Hart,
Bridge Engineer
State Highway Building
Salem, Oregon 97310

CLIENT NO:
REFERENCE NO: 705062
DATE: 5-23-73

SUBJECT: INVESTIGATION OF IN-CONTRUCTION CRACK IN GIRDER TRUSS JOINT AREA; FREMONT BRIDGE
Report VII. Overall Summary of Findings and Conclusions.

ABSTRACT

A large crack developed in a girder-truss-joint area of the Fremont Bridge on October 29, 1971. The crack had propagated through the bottom junction piece and to varying heights up the vertical webs. The crack occurred in the girder as in a "wishbone" during a positioning procedure while outdoor temperatures were near 35 degrees Fahrenheit. The crack started as a brittle fracture and terminated in plastic hinges in the girder web welds.

In fracture mechanics analysis of the initiation of the crack, all three components for brittle fracture were active participants. The stresses were high, up to the yield range, and consisted of combined applied and residual stresses. The steel was oriented so that low transverse properties, particularily low fracture toughness prevailed. Critical size flaws were present at nucleus sites in the form of lamellar micro-cracks which were of a level accepted under the specified inspection procedures.

In fault-tree analysis, three branches were major factors in the brittle crack formation: (1) The design called for a radius of high geometric stress concentration, in a region of substantial transverse weld joints and specified the material in a general way. (2) So that the material, though it met the chemical and physical specifications had low fracture toughness and critical size flaws as oriented in the structure. (3) Fabrication procedures resulted in high residual stresses and a "metallurgical notch" in the critical radius. The jacking (positioning) introduced applied stresses in the critical radius that triggered the cracking formation.

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Harry Czyzewski

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Harry Czyzewski, P.E.
Project Director

HC:lr

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PURPOSE AND SCOPE

The study was done in several steps predicated on the limited initial availability of the subject.

We were requested to make a study to determine:

1. Determine cause(s) of cracks in structure.
2. Determine and identify cause(s) with respect to original material quality and subsequent fabrication procedures; establish whether these were in any way defective such as to be a significant factor in the fractures.
3. Determine properties of steels and of weld joints to serve as a basis for repair and/or correction of cracks and potential defects.

As of January 15, 1972, we had been restricted to a coupon in the cracked junction piece of a maximum of a three-inch thick strip on the river side of the crack.

Subsequently a coupon was removed from the west side of the fracture on the longitudinal centerline of the girder. This coupon was necessary to provide full sized physical test bars from the junction piece in an area not severely stressed at the time of fracture. As of March 10, 1972, Report II was prepared.

We were provided an independent coupon of A-588 steel to compare its properties to those in the junction piece, and reported III on March 17, 1972.

In June, 1972, Supplement I to the contract requested us to:

4. Investigate for the presence of a heat-affected zone in the critical radius of the junction piece of the north girder, west bank. Memorandas recorded progress with available material, but the long delay before we received the entire junction piece deferred Report V until May 15, 1973. So too, Report IV, completing the scope of the original contract on the cracked junction piece, was completed May 15, 1973.

Supplement II provided for us to:

5. Determine the residual stresses in a junction piece and girder originally intended for the east bank structure. Report VI on this subject was also prepared May 15, 1973.

This summarizing Report VII was then completed.

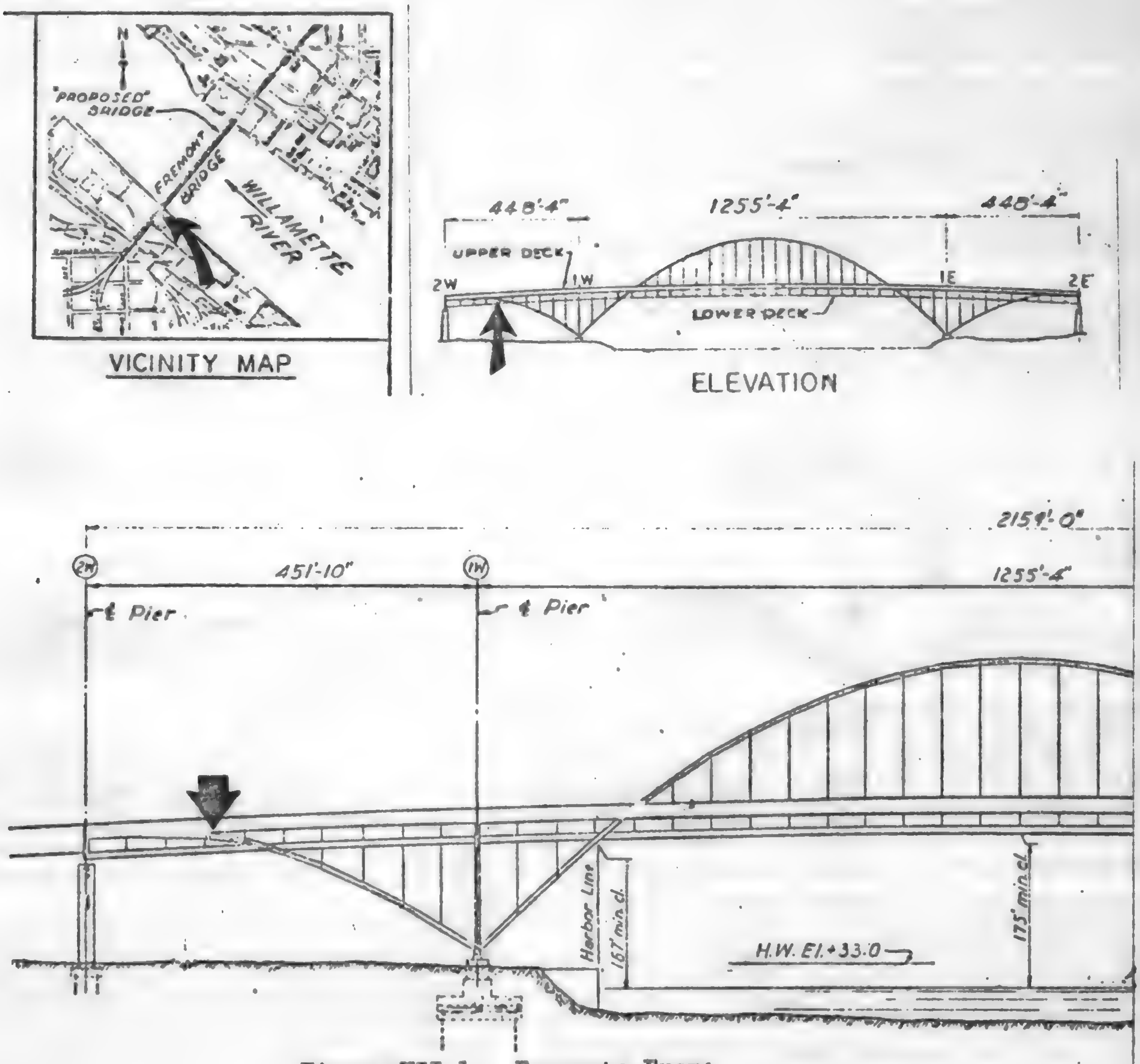
N
"PROPOSED" BRIDGE
FREMONT BRIDGE
WILLAMETTE RIVER
VICINITY MAP
448'-4"
1255'-4"
448'-4"
UPPER DECK
2W
1W
1E
2E
LOWER DECK
ELEVATION
2159'-0"
2W
451'-10"
1W
1255'-4"
℄ Pier
℄ Pier
Harbor Line
167' min. cl.
H.W. El. +33.0
175' min. cl.

Figure VII.1. Excerpts From:

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
FREMONT BRIDGE
STADIUM FREEWAY
MULTNOMAH COUNTY
GENERAL PLAN AND ELEVATION
DATE Feb 12, 1969 BRIDGE NO. 2529 SHEET 2 OF 59
ACCOMPANIED BY DWGS.
DRAWING NO. 25227

ELEVATION
Scale 1" = 100'-0"

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This summarizing Report VII was then completed.

facing Figure VII.1

Over-All Views Locating the Field Fracture

Figure VII.1 Excerpts Taken from the Oregon State Highway Bridge Division, General Plan and Elevation Drawing, No. 25227

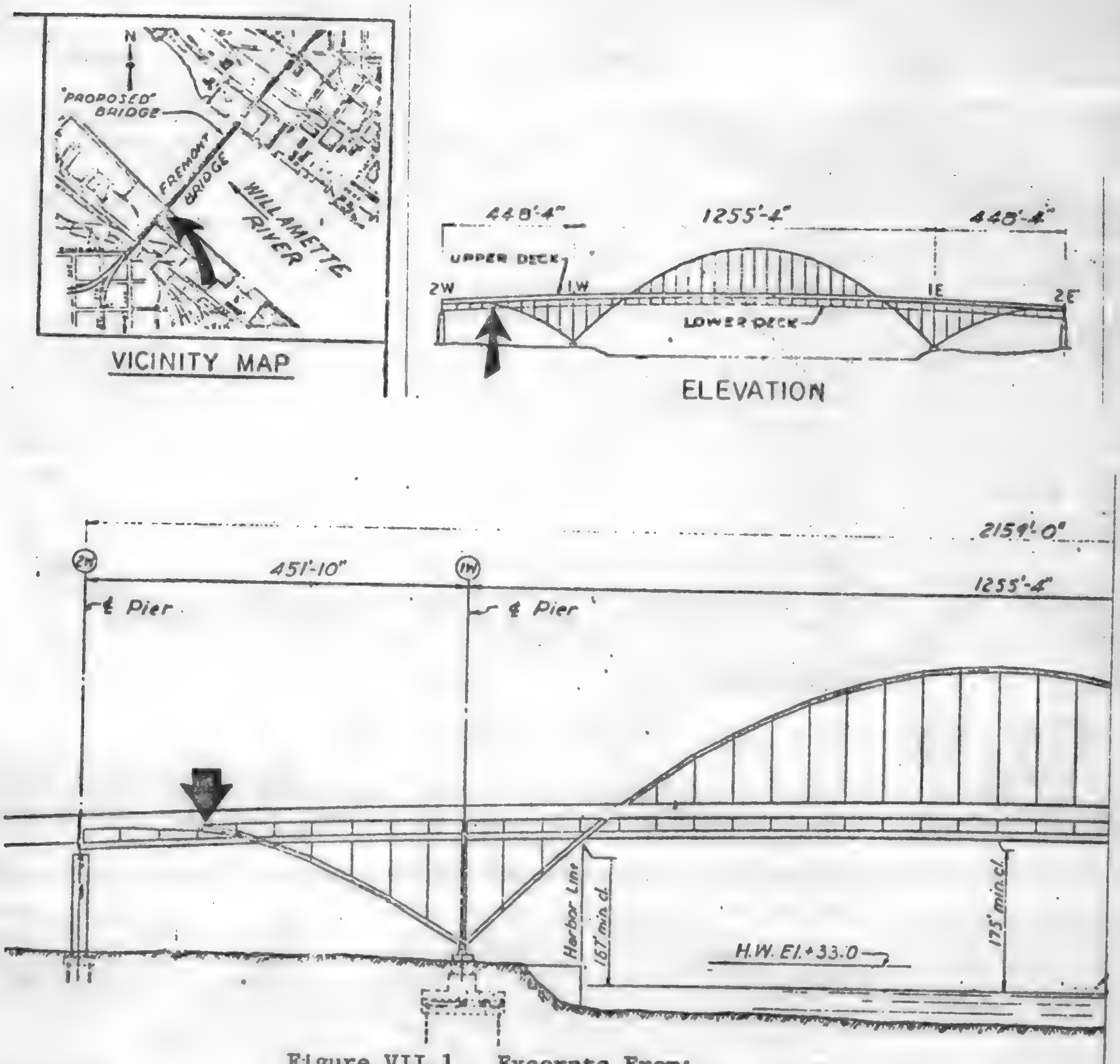
on page VII.5

The arrows locate generally the portion of the structure in which the crack occurred. It was on the west bank, and in the south girder of the two on this bank.

The vicinity map in the upper left, shows the Fremont Bridge as it spans the Willamette river in Portland, Oregon. The large black arrow is indicating the location of the girder section 205-61-L in which a crack had propagated through the bottom junction piece and to varying heights up the vertical webs.

The elevation drawings show more specifically the location of the girder truss joint area as indicated by the large arrows.

At the time that the crack occurred, the center span was not in place. And the girder 205 sections were in place only on the west bank.


N
"PROPOSED" BRIDGE
FREMONT BRIDGE
WILLAMETTE RIVER
VICINITY MAP
448'-4"
1255'-4"
448'-4"
UPPER DECK
2W
1W
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2E
LOWER DECK
ELEVATION
2159'-0"
2W
451'-10"
1W
1255'-4"
℄ Pier
℄ Pier
Harbor Line
167' min cl.
H.W. El. +33.0
175' min cl.
ELEVATION
Scale 1"=100'-0"

Figure VII.1. Excerpts From:

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

FREMONT BRIDGE
STADIUM FREEWAY
MULTNOMAH COUNTY

GENERAL PLAN AND ELEVATION

DATE Feb 12, 1969 BRIDGE NO. 2529 SHEET 2 OF 59
ACCOMPANIED BY DWGS.
DRAWING NO. 25227

facing Figure VII.2

The Junction Piece was Oriented Transverse to
The Girder at a Heavy Concentration of Transverse Welds

Figure VII.2 Excerpts from the Oregon State Highway Bridge Division Drawing; Truss Details, Panel Point No. 3 No. 25240

on page VII.7

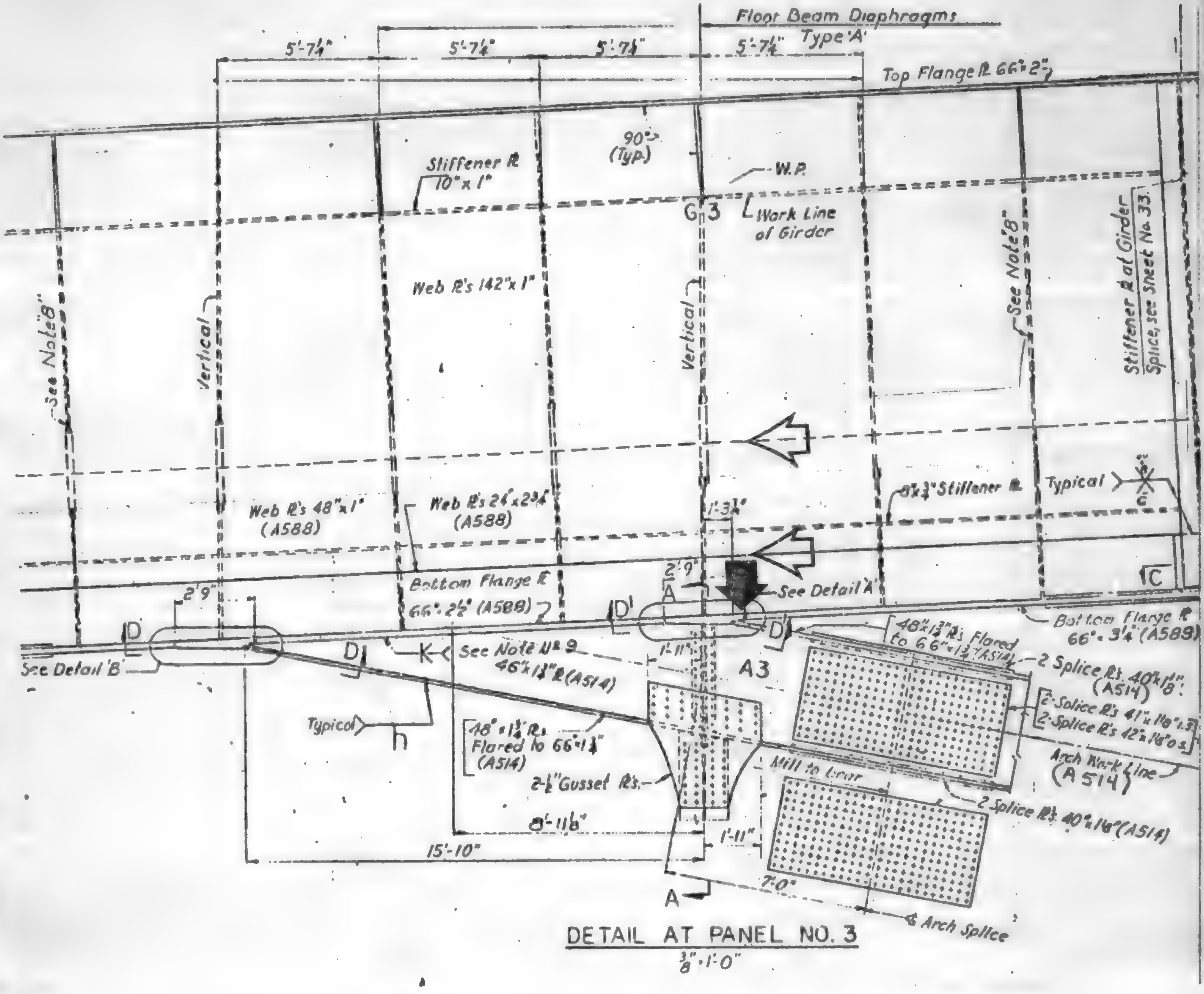
The crack was accompanied with a very loud report. This was heard for blocks around. The large black arrows on each of the drawings indicates the machined junction piece at the point where the crack occurred. The crack propagated through the junction piece and upward, to the lower open arrow on the south web, terminating in the weld joining the 2-1/4 inch A-588 web to the one inch A-588 web. On the north web the crack propagated to the point indicated by the upper open arrow, terminating in the weld joining the one inch A-588 web to the A-36 web material.

Detail 'A' shown on the bottom, is the machined junction piece. The large arrow indicates the point in the radius where the crack nucleated. The junction piece has welds at both ends, tying it to the bottom flange of the girder. The crack propagated through the junction piece steel and did not enter the weld zone.

Note that drawing calls out that the junction piece be machined, so the steel supplied was originally 6-1/2 inches thick by three feet by six feet. The 5-1/2 foot length represented the longitudinal rolling direction for the steel. So the junction pieces were made so that the steels transverse direction was in the girder's longitudinal orientation. Transverse fracture toughness of the steel was markedly lower.

The drawing further called out for a small-radius, high stress-concentrator in the radius. And substantial butt-welds of the girder bottom plate and of the arch rib top plate to the junction piece were placed adjacent to the critical radius and were transverse to the girder long axis.

The reader of this report should have available to him drawings of Bridge Number 2529, plot of crack, Girder Section 205-G1-L, made by the Oregon State High Divison, i.e. --
-Girder Section 4G South, Detail A, Bottom Flange Top View and
Bottom View, all dated November 23, 1971.
-North Web, dated December 7 and South Web, dated December 9, 1971.
These show the general overall views and specifically of the crack on this Girder Section 205-G1-L.


Floor Beam Diaphragms
Type 'A'
5'-7¼"
5'-7¼"
5'-7¼"
5'-7¼"
Top Flange ℞ 66"×2"
90° (Typ.)
W.P.
Stiffener ℞ 10"×1"
G 3
Work Line of Girder
Web ℞'s 142"×1"
See Note 'B'
Vertical
Vertical
See Note 'B'
Stiffener ℞ at Girder Splice, see Sheet No. 33.
Web ℞'s 48"×1" (A588)
Web ℞'s 24"×2¼" (A588)
8"×¾" Stiffener ℞
Typical
1'-3¼"
2'-9
Bottom Flange ℞ 66"×2¼" (A588)
See Detail 'A'
C
Bottom Flange ℞ 66"×3¼" (A588)
D
2'-9
D
D
D
A
See Detail 'B'
K
See Note № 9
46"×1½" ℞ (A514)
1'-11"
A3
48"×1¾" ℞'s Flared to 66"×1¾" (A514)
2 Splice ℞'s 40"×1⅛" (A514)
2 Splice ℞'s 41"×1⅛" n.s.
2 Splice ℞'s 42"×1⅛" o.s.
Typical
48"×1½" ℞'s Flared to 66"×1½" (A514)
2-1½" Gusset ℞s.
Mill to bear
Arch Work Line
(A514)
2 Splice ℞'s 40"×1⅛" (A514)
8'-11⅛"
15'-10"
1'-11"
7'-0"
A
℄ Arch Splice
DETAIL AT PANEL NO. 3
⅜" = 1'-0"

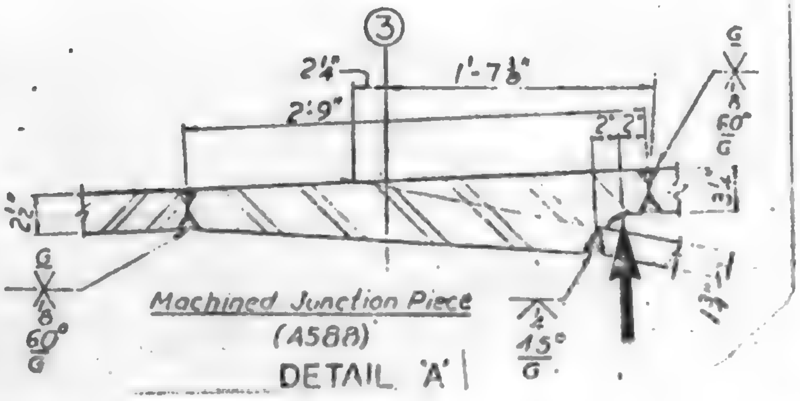

③
2¼"
1'-7⅛"
2'-9"
2"
2"
3¼"
G
60°
13"
G
60°
Machined Junction Piece
(A588)
45°
DETAIL 'A'

Figure VII.2
Excerpts from:

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

FREMONT BRIDGE
STADIUM FREEWAY
MULTNOMAH COUNTY

TRUSS DETAILS P.P-3

DATE February 12, 1969 SHEET 15 OF 59
BRIDGE NO. 2529 DRAWING NO. 25240

facing Figure VII.3

Figure VII.3 (42079) The Crack Nucleated in the Junction Piece and Propagated upward into the Webs, during a Jacking Operation

on page VII.9

This photograph shows the north (inboard) web of the south girder 205. The crack that propagated upward six feet above the junction piece and terminated in the weld joining the one inch A-588 web to the A-36 web material, see arrow.

At the time that the crack occurred, a positioning operation was in effect as a step in the erection. So the conditions were not those of dead-load or simple thermal effects. The temperature was down to 35 degrees the day of the crack.

The calculation of the stresses due to the jacking operation was done by other consulting engineering firms, as well as by the Oregon State Highway Division. It was reported to us that these calculations indicated applied tensile stresses on the order of 30,000 pounds per square inch in the critical radius of the junction piece. This is well below the yield strength of the junction piece steel, 50,000 pounds per square inch, even in the transverse direction of the steel. And tensile tests showed the steel to have ductility of 20 percent elongation. But the junction piece obviously failed in a brittle fracture, rather than yielding.

So, the investigation clearly required data applicable to brittle-fracture fracture mechanics analysis.

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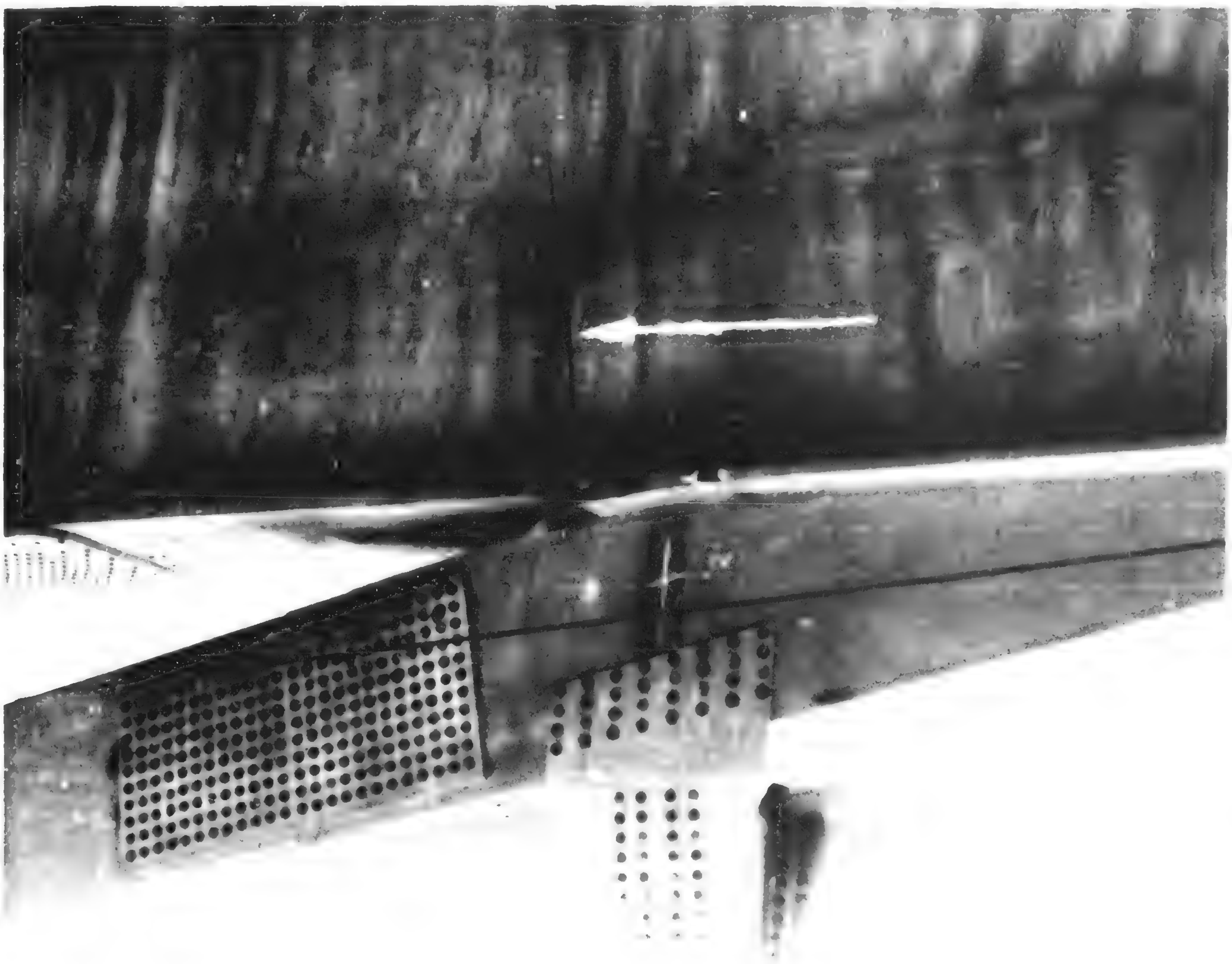
REF. NO.: 705062

NEG. NO.: 42079

FIGURE 3



facing Figure VII.4

The Crack in Each Web Terminated in a "Plastic Hinge"

Figure VII.4 (38074)
on
page
VII.11

This photograph was made on the inside of the girder. This is taken looking down on the crack in the junction piece, and at the south web. The right of the photograph is the west (land side) direction and the left is the east (river side) direction. There is a six-inch ruler held on the web to indicate perspective size.

The crack opening in the junction piece ranged from one-half to one inch. There was no indication of significant plastic deformation in the junction piece preceding the crack.

The crack had propagated up the south vertical web of the girder. The crack propagated through thicker (2-3/4 inch) A-588 member and stopped at the weld joint transition between it and the thinner (1 inch) A-588 member. Very substantial local deformation and flaking of the paint occurred at this end of the crack.

On the north web, the crack propagated through all of the A-588 steel and terminated in the weld to one-inch thick A-36 steel. Very substantial local deformation and flaking of the paint also occurred at the end of the crack in this web.

So, the crack was a brittle fracture starting at the junction piece propagating as a brittle crack in each web but terminating in a "plastic hinge" with a change to an oblique fracture of short length and plastic deformation of the steel, evident as far as four feet above the crack.

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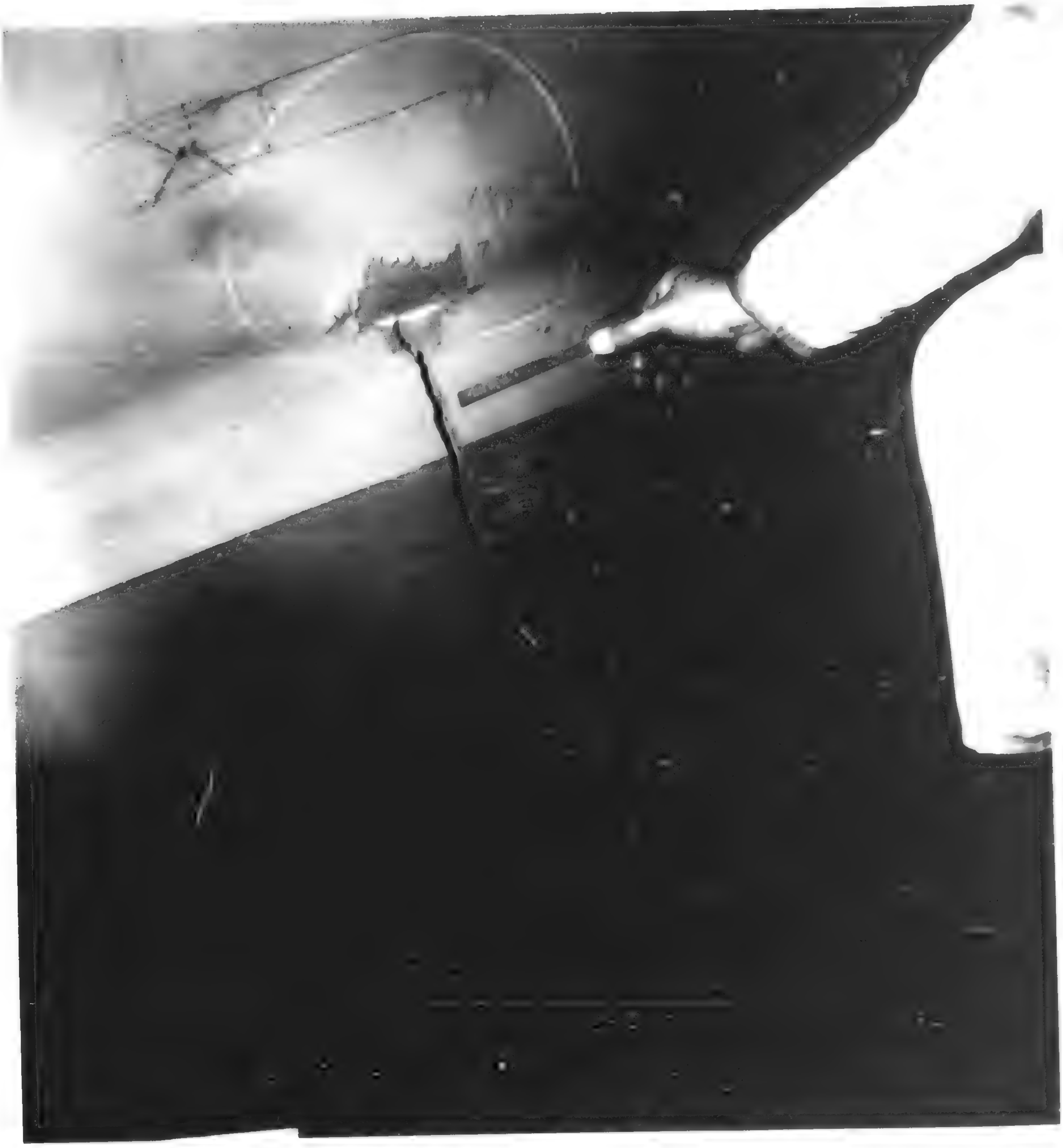
PAGE: 11

NEG. NO.: 38074

FIGURE 4



facing Figure VII. 5

Residual Stresses Were High

An unused girder section, intended for the east bank, became available for detailed study of residual stresses, as Supplement II to the original contract.

Specifically, the lower six feet of the girder, including the arch rib portion was available for the study. The girder was fabricated of A-588 steel and the arch rib flange of A-514 steel.

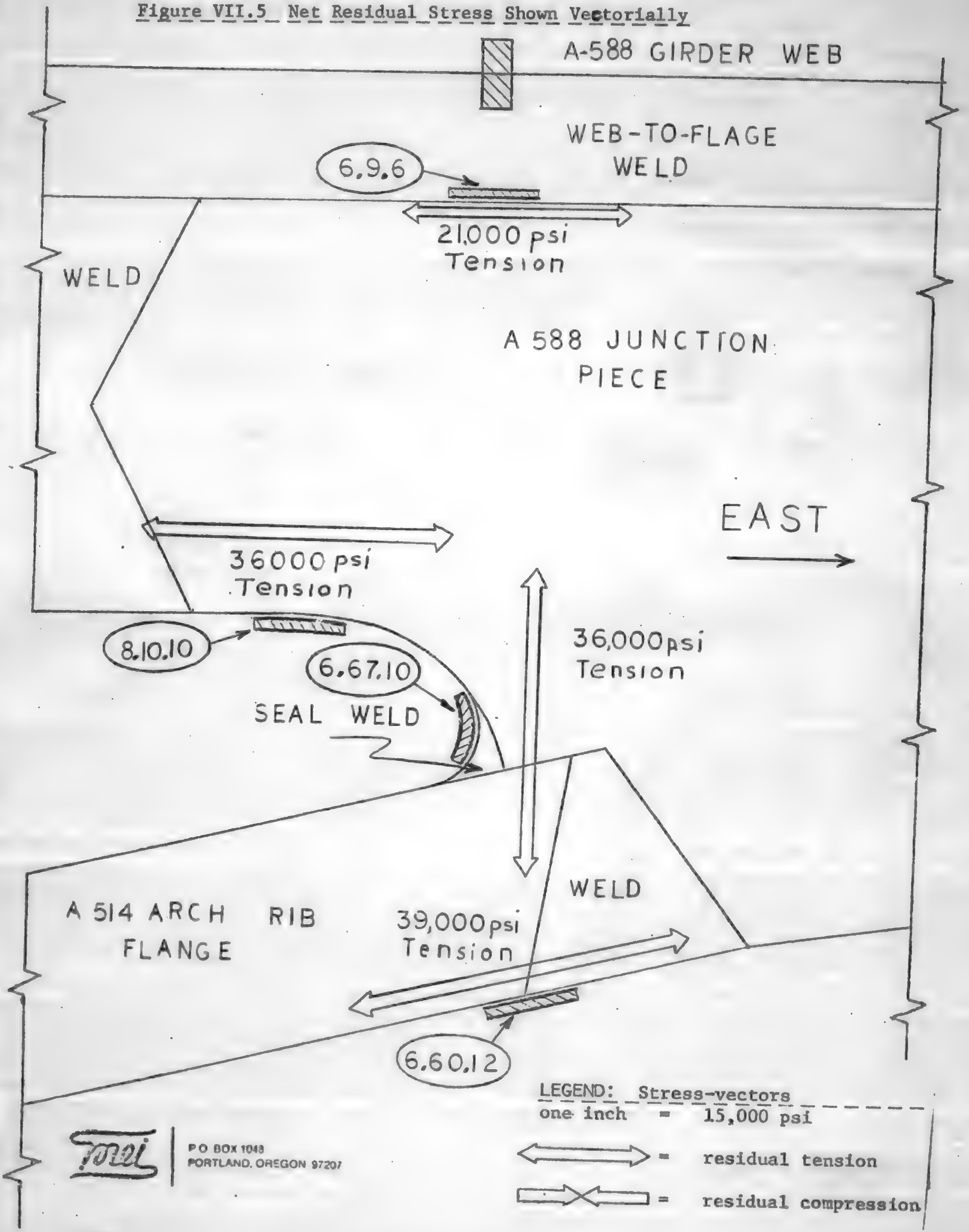
The girders provided an opportunity to study the macroscale stresses from the overall structure as well as microscale stresses due to metallographic alterations to the microstructure in the critical radius area.

After the 187 increments of reduction of the girder section, net residual stresses at some key locations are shown vectorially on Figure VII.5.

Residual stress levels in the critical radius, corresponding to the field fracture nucleus, were found to be a net 36,000 pounds per square inch in tension.

Residual tension stresses in the arch rib flange were at the level of 39,000 pounds per square inch net, under the girder webs. But the residual stress measurement showed a complex pattern.

Figure VII.5 Net Residual Stress Shown Vectorially


A-588 GIRDER WEB
WEB-TO-FLAGE WELD
6.9.6
21,000 psi Tension
WELD
A 588 JUNCTION PIECE
EAST
36000 psi Tension
8.10.10
6.67.10
36,000 psi Tension
SEAL WELD
WELD
A 514 ARCH RIB FLANGE
39,000 psi Tension
6.60.12
LEGEND: Stress-vectors
one inch = 15,000 psi
⟺ = residual tension
= residual compression

facing Figure VII. 6

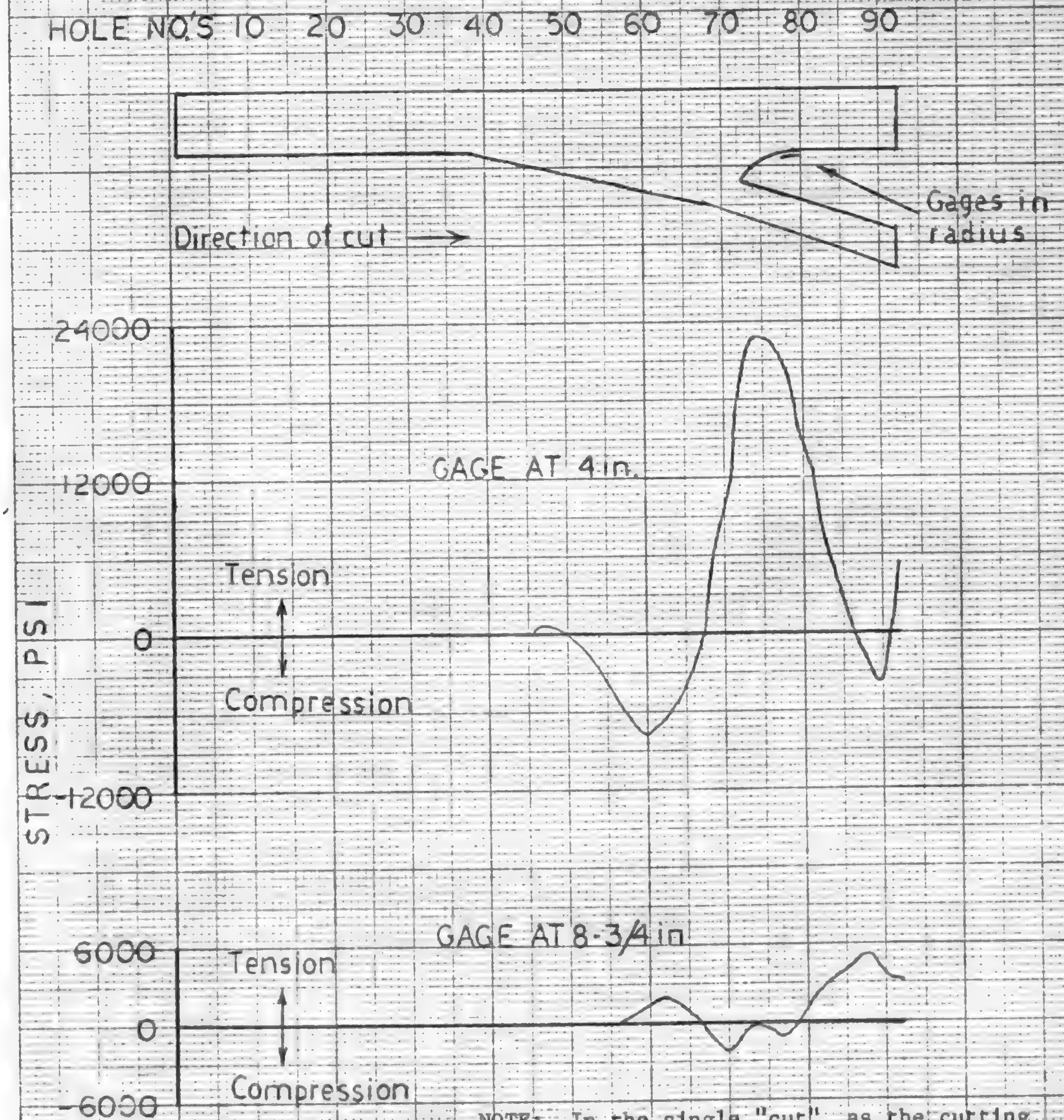
Twisting and Flexing of Girder Section
Resulted in Alternating Tension and Compression

This was a multi-member, diverse-section, diverse steel, multi-weld structure and elimination of residual stresses was not a criterion during the fabrication.

The girder section twisted and flexed prior to the final increments, and during which the residual stresses alternated between tension and compression. Some gages were strained above the yield strength of the steel.

This "dynamic" pattern of residual stresses becomes important when the effect of the positioning (jacking) is considered. The jacking not only applied a given stress in the junction piece radius, but unbalanced the members in a manner that would stimulate some sort of incremental reduction.

Figure VII.6. - a Copy of Figure VI.23.
Residual stress measured during removal of 45 inch coupon from North Flange of North Girder, West Bank by drilling a series of half-inch diameter holes.



NOTE: In the single "cut", as the cutting proceeded through the radius and the welds, the relieved residual stress alternated in sign and in magnitude.

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20 X 20 PER INCH

facing Figure VII.7

Lamellar Micro-Cracks were Critical Flaws and Inadvertent Heat-Affected Zone a Metallurgical Notch

Figure VII.7 (39172)
on
page This photomacrograph shows a cross section cut at
VII.17 the 32-1/2 inches.

The profile of the fracture in the junction piece is indicated by the arrow. The fracture had one (of four) nucleus in the radius at this plane. Note the horizontal "shelf" at the start of the crack in the radius. It was found to be due to lamellar microcracking at concentrations of inclusions.

The specimen was magnetized and a magnetic sensitive emulsion applied to the surface to indicate the locations of lamellar microcracks in this junction piece. These are indicated by the dark horizontal lines.

Notice that the heaviest concentration of the cracks are in a two inch band on a line with the radius of the junction piece. These lamellar microcracks are clearly defined by the method shown here. However, the ultrasonic and magnetic particle procedure stipulated in the specifications was not refined enough to locate such flaws.

The fracture mechanics analysis indicated that these were indeed "critical flaws" in this radius under the circumstances.

This cross section also shows the substantial heat-affected zone in the radius of the junction piece and a complementary zone in the A-514 steel.

The heat-affected zone of the weld itself is distinctly separate from the HAZ in the radius area. It is reasonable that the heat-affected zones in the radius, and on the face of the arch flange, are a result of overheating during preheating for the welding procedure.

This heat-affected zone clearly influenced the start of the fracture, providing a "metallurgical notch" and micro-scale residual stresses to add to the macro-scale factors.

A crack also extends from the unfused portion between the junction piece and the arch flange.

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PAGE: 17

NEG. NO.: 39172

FIGURE 7

facing Figure VII.8

The North Girder, West Bank, had a Shop Fracture in the Junction Piece and Subsequent Weld Repair

Figure VII.8 (40340) — 62-inch plane

on page VII.19

This photomacrograph shows the weld joint area and the radius on the longitudinal section of the north junction piece from the west bank girder.

A question was raised as to why the north girder of the west bank did not fracture during the jacking operation. We found that the junction piece had been fractured much earlier during shop fabrications. The records and our examination shows that the material in the critical junction piece was changed by the weld-repair procedure followed after that shop crack.

The welds to the left and the lower right of this weld, are welds joining the junction piece to the mating bottom plate and to top plate of the arch rib, as called out in the drawing.

The weld in the center adjacent to the radius, was a repair weld, reportedly, repairing a crack that occurred in this critical corner in the junction piece at the time of shop fabrication of the girder.

The repair weld clearly overlaps the junction plate weld joint, and followed it in the fabrication sequence. It was further reported to us that in this junction piece the "critical radius" was, in effect, a corner and was located about the center line of the repair weld.

After the crack occurred in this corner, the procedure was revised to give the radius as shown here, to apply to all four junction pieces.

We found no evidence of a separate heat-affected zone in the radius (apart from that due to the repair weld, itself) such as would have been produced independently by a preheating torch.

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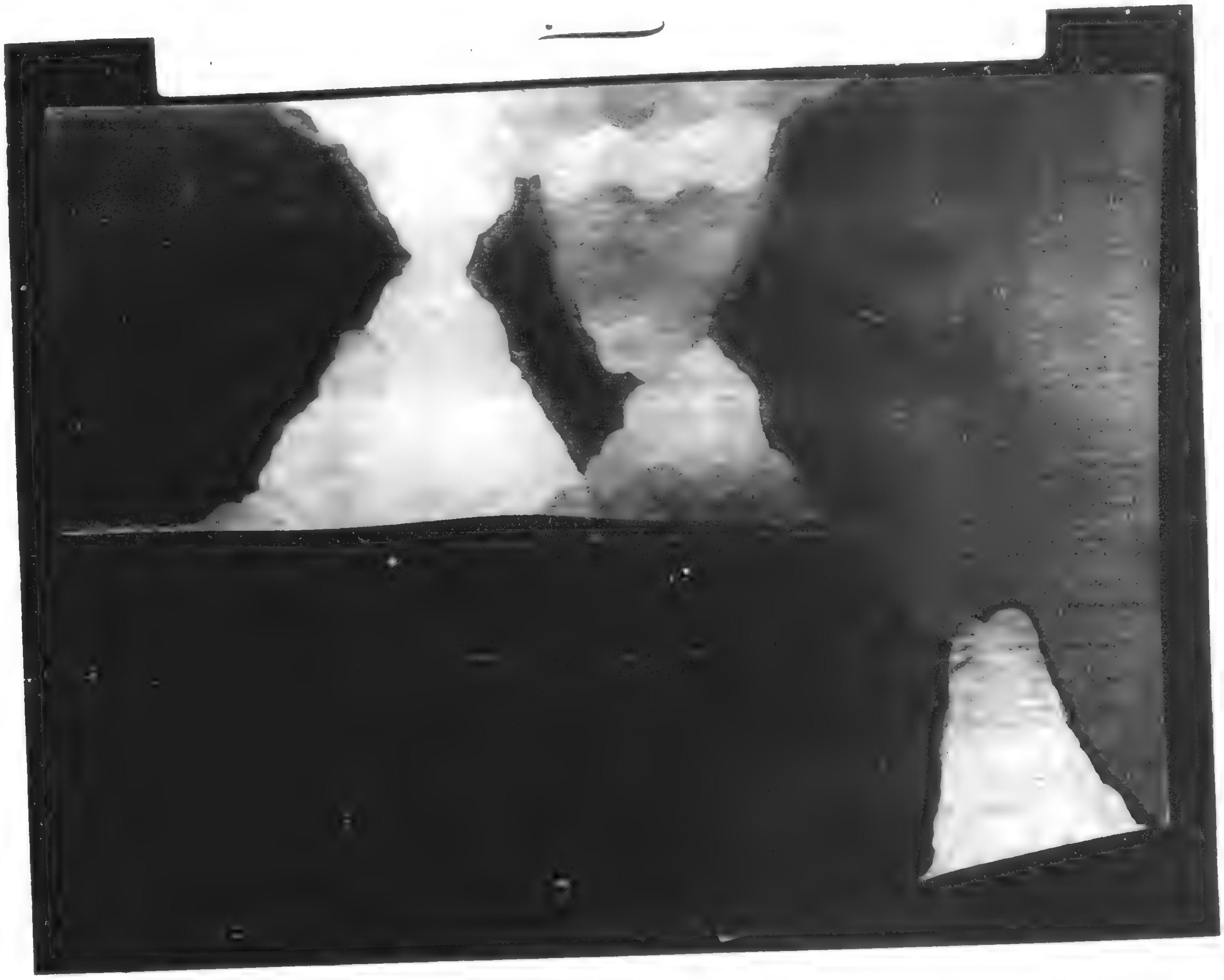
FIGURE 8



facing Figures VII.9 and VII.10

Inclusions were Distributed so that Laminar-type Cracking developed through planes connecting Inclusions in Substantial Amount at the site of the start of the Fracture, as well as Elsewhere through the steel.

Figure VII.9 (37956) 250X Etchant: Nital

on page VII.21

This photomicrograph shows a series group of inclusions found about one-half inch above the radius and about 1-1/4 inch from the fracture surface on a cutting plane 44 inches from the north edge of the flange on the south girder, west bank. Note, this is a transverse specimen and shows the shorter dimension of the inclusions (arrow). This laminar micro-cracking of typical cleavage type was in locations well away from the primary fracture, as well as at the nucleus of the fracture in the specimen planes of the four specimens studied.

The cracks propagate, largely through the ferrite phase of the microstructure and follows certain stringers of inclusions that are present in the microstructure. There is a two-level grain size in the base metal. A 3-1/2 to 4 grain size number within envelopes of 1/2 to 0 grain size number per ASTM E-112. Even the 4 grain size is regarded as relatively large.

Figure VII.10 (39020) 500 X Etchant: Nital

on page VII.21

This photomicrograph shows, in more detail, a crack extending from the ferrite through the inclusions and into the pearlite, shown by the lower arrow. The fracture path through the pearlite tends to tip downward in the area by the arrow, whereas the fracture path indicated by the upper arrow through that set of inclusions tends to point toward the pearlite but does not follow that distinct fracture path.

This sort of cracking is sometimes referred to as micro-crack coalesence. The grouping of these micro-cracks results in a flaw that was of a critical size in this junction piece.

Such lamellar micro-cracks were also found in a block of A-588 steel as-received from a steel supplier, that is, with no further fabrication. Thus the lamellar micro-cracking initially is steel-mill produced.

For many applications the effect of these lamellar micro-cracks might be minimized. But in this junction piece, they served as crucial critical flaws where they were located. Heterogeneity of the inclusions and cracks was not simply random. Rather, there was a pronounced "ingot rim" pattern of heavy segregation. The junction piece was examined in transverse cross sections and showed that this heavy segregation coincided with the critical radius and was oriented essentially perpendicular to the radius tangent. Thus the orientation was "ideal" for catastrophic failure.

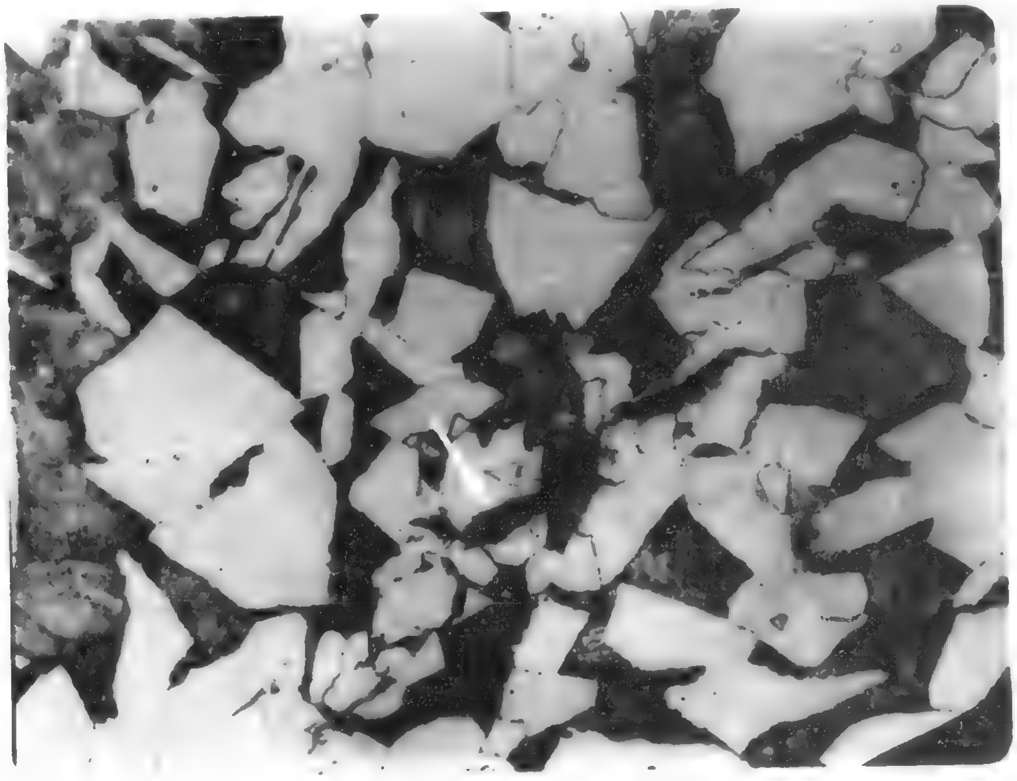


FIGURE: 9

NEG. NO.: 37956

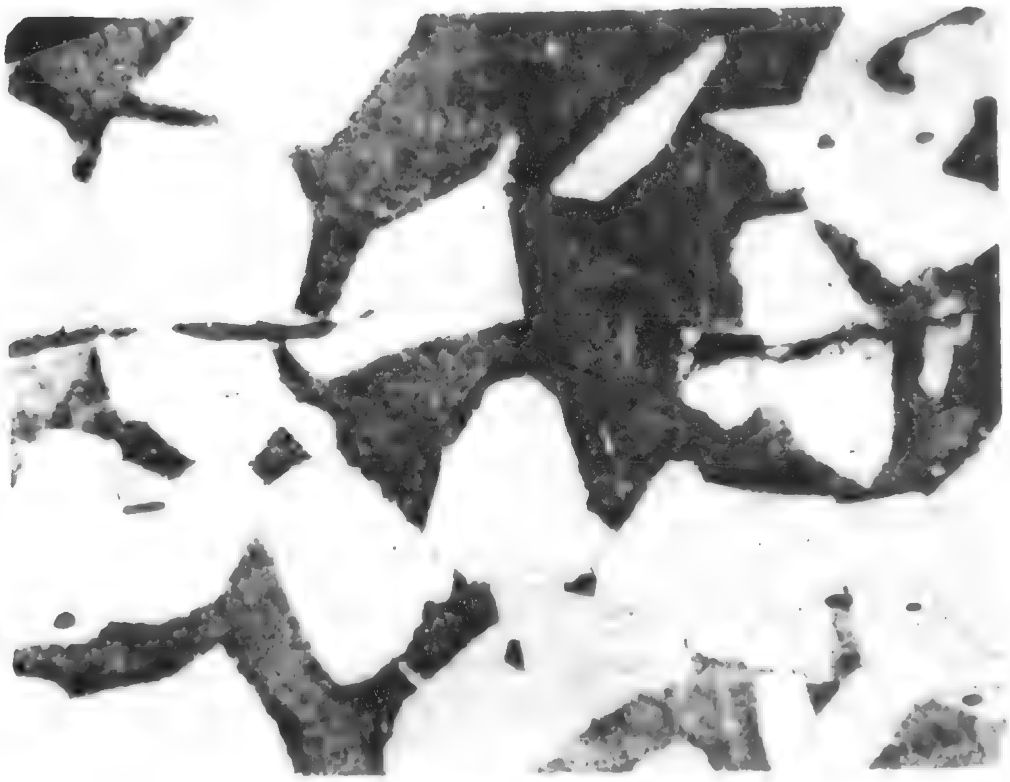


FIGURE: 10

NEG. NO.: 39020

facing Figures VII.11 and VII.12

Electron Microfractography of Junction Piece;
Conforms Critical Location and Size of
Lamellar Micro-cracks

Figure VII.11 (41862) 1000X 32-1/2 inch location Electron Fractograph

on page VII.23

This shows the fracture characteristics adjacent to the nucleus area but away from the flat fracture facets at the nucleus. This is typical of the fracture texture occurring on the junction piece fracture. This structure is a cleavage type of fracture, characteristic of a brittle fracture mode.

This field fracture surface had weathered a long time. For these electron micrographs, it was treated with a phosphoric acid descaling solution.

Figure VII.12 (41861) 1000X 32-1/2 inch location Electron Fractograph

on page VII.23

This fractograph shows more detail of the fracture characteristics occurring in the nucleus area, also after the surface has been treated with a phosphoric acid descaling solution.

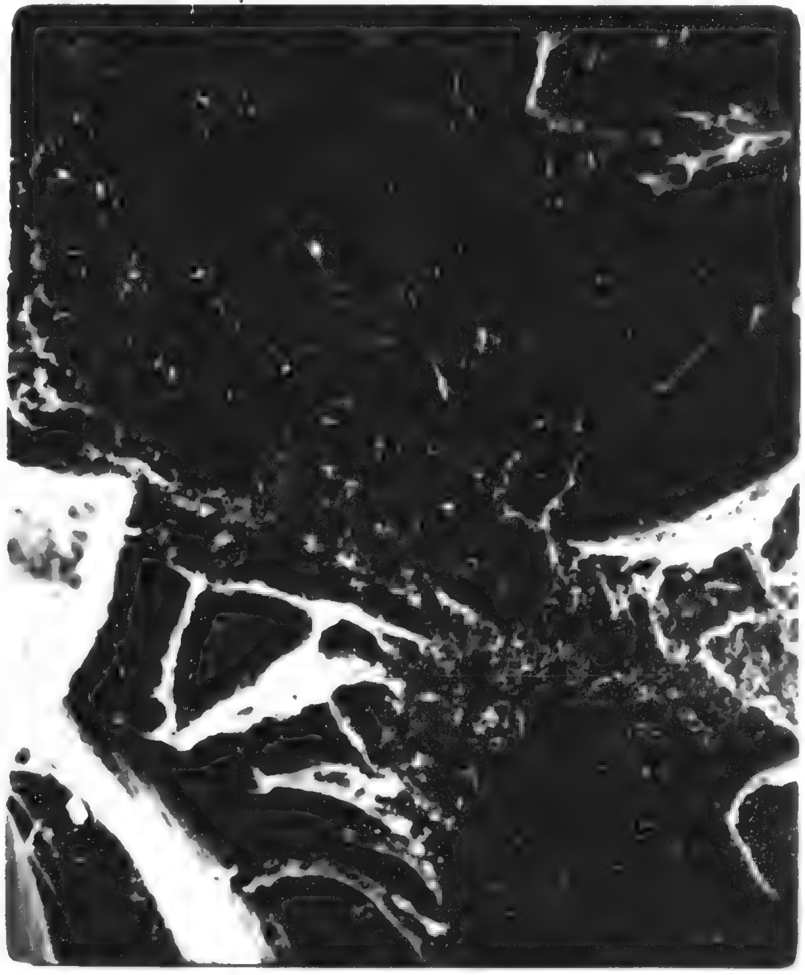
The surface shows a high degree of horizontal striations. This area is representative of the flat fracture facets occurring adjacent to the nucleus.

These horizontal striations were identified as conglomerates of inclusions, characteristic of the laminar micro-cracking.

More details of our findings are given in Reports I through VI.

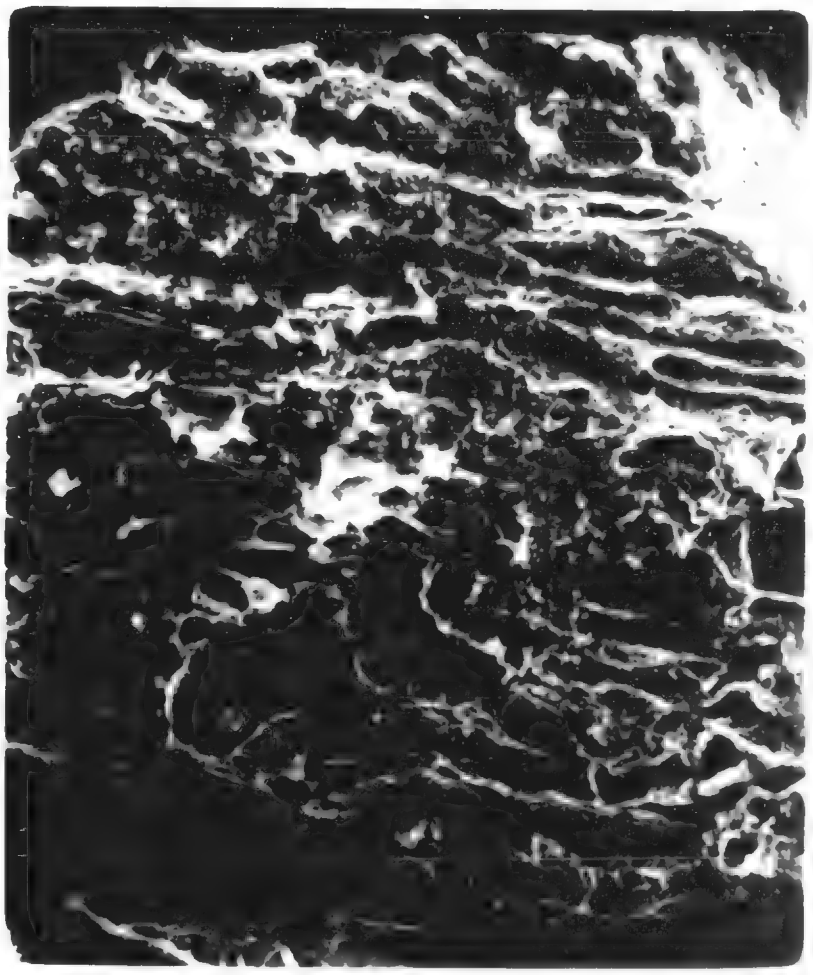
The summation of findings and conclusions as recorded in our earlier reports follows on pages 24 through 27.

REF. NO.: 705062



NEG. NO.: 41862

FIGURE 11



NEG. NO.: 41861

FIGURE 12

Summary of all Findings and Conclusions as Emphasized in Reports I through VI

Each finding and conclusion of Reports I through VI is repeated here. None of the findings and conclusions of these reports have been rescinded, but several were amplified during the study. The conclusions show the report number when first recorded.

I.1. The fracture was the brittle type due to a single, substantial load.

I.1.1. The fracture started in the radius of the bottom side of the junction piece and propagated relatively uniformly through its 3-1/4 inch thickness, and continued into the two vertical web members.

I.1.2. More specifically, there were three distinct sites along this radius at which the fracture initiated.

I.1.3. In addition, there was a site of initiation at one of the weld joints between the south web and the junction piece.

I.1.4. At the radius, the start of the crack for the most part was confined within the limits of 24 to 45 degrees from the vertical.

IV.1.5. The entire crack in the web initiated from the junction piece and propagated as a brittle type from a single substantial load.

I.2. We found at least three factors of substantial significance with respect to the material properties.

I.2.1. There was a very substantial heat-affected zone in the radius of the junction piece which zone produced a metallurgical notch in this critical area.

VI.2.1.1. In the north side, east bank girder section, the heat-affected zone was due to the seal weld.

VI.2.1.2. The seal weld joints were badly cracked.

I.2.2. The inclusions were distributed so that laminar-type cracking developed through planes connecting inclusions. These inclusions were substantial at the site of the start of the fracture, as well as elsewhere through the steel.

IV.2.2.1. The laminar-type microcracks served as the "critical flaw" as confirmed by electron microfractography.

I.2.3. The steel of the junction piece had low fracture toughness. Specifically, it had low Charpy notch bar properties in the transverse direction at plus 40 degrees F. (The steel was oriented so that the longitudinal rolling direction of the junction piece was transverse to the long axis of the girder and, therefore, the fracture occurred through the transverse direction of the junction piece.)

IV.2.3.1. Fracture toughness values for the critical stress-intensity factor were indicated in the level of 20 to 35 ksi $\sqrt{\text{In}}$.

I.2.4. The steel of the junction piece met the specifications for chemical and tensile properties for ASTM A-588 steel.

II.2.4.1. The junction piece had been stress relieved following the butt welding of the junction piece to the adjacent A-588 steel bottom flange of the girder.

VI.2.4.2. The junction piece of the north girder, east bank probably had not been stress relieved.

I.3. Other properties of the steels and weld joints, in addition to those stated above, will also need to be considered in a repair procedure. (A repair procedure was ruled out, but these findings are of importance in the overall analysis of the entire fracture.) These include:

I.3.1. A very hard heat-affected zone in the junction piece at the weld. Specifically, the hardness was up to Rockwell "C" 40, 385 BHN.

II.3.1.1. A very hard heat-affected zone was found in the junction piece at the butt weld to the A-514 steel. Specifically, the hardness was up to Rockwell "C" 38, 360 BHN.

II.3.2. We found the laminar-type cracks as far as twelve inches away from the primary fracture.

I.3.3. Plastic deformation, of a substantial degree, was observed in the A-588 steels and A-36 steel in the vertical web.

IV.3.4. The Charpy V-notch properties of the web steels and welds were within the level of a minimum average of 15 foot-pounds at plus 40 degrees Fahrenheit.

VI.4. Residual stress levels in the critical radius, corresponding to the field fracture nucleus, were found to be a net 36,000 pounds per square inch in tension.

VI.4.1. The residual stresses at the radius were measured at these levels under the webs; at the center of the junction piece the net residual stress was found to be at 9,000 pounds per square inch.

VI.4.1.1. In this north girder, east bank, section there was no seal nor preheat heat-affected zone in the critical radius at the center of the junction piece. The process of preheating to a high temperature would relieve prior residual stresses, but superimpose those resulting from the high temperature preheating. And, these could easily be at the level of 30,000 pounds per square inch residual tensile stress.

VI.4.2. Residual stresses in the arch rib under surface were at the level of 39,000 pounds per square inch net residual tension stress, under the girder webs.

VI.4.3. During the incremental reduction, the girder section twisted and flexed. Stress readings alternated between tension and compression depending on which member was eliminated.

VI.4.3.1. A web area residual "stress" was measured into residual compression yield.

VI.4.3.2. A seal weld residual "stress" was measured into residual tensile yield.

III.1. The independent coupon met ASTM A-588 specifications for chemistry and tensile and bend properties.

III.2. The independent coupon further showed two deleterious characteristics which are of importance to the junction piece application.

III.2.1. The coupon showed laminar-type cracks, similar to those found in the junction piece.

III.2.2. The steel had a low fracture toughness, as indicated by the Charpy test. In this coupon, even the tests in the longitudinal direction resulted in failure to meet a criterion of 15 foot-pounds at plus 40 degrees.

V.1. There was no evidence of a heat-affected zone independent of the welds in this critical radius of the north girder, west bank.

V.2. The heat-affected zones at the following weld joints were easily identified:

- V.2.1. The junction piece to the bottom flange.
- V.2.2. The junction piece to the arch flange.
- V.2.3. Shop weld repair of crack in junction piece radius.

V.3. Flaw detection inspection.

- V.3.1. The 3-1/4 inch thick girder flange to junction piece welds (including the repair weld) contained nine indications of discontinuities (a total length of eight inches) in excess of the specification limit.
- V.3.2. As determined by paragraph C.5.1.(OSHD), the 2-1/2 inch thick girder flange to junction piece weld contained no discontinuities in excess of the specification limit as determined by paragraph C.5.1.(OSHD).
- V.3.3. The junction piece base metal contained no laminar discontinuities in excess of the specification limits as required by paragraph C.5.3.
- V.3.4. The arch rib to junction piece weld contained lack of penetration and cracks in the root of the weld in excess of the specification limits and are considered reject.

Fracture Mechanics Analysis

In fracture mechanics analysis of the initiation of the crack, all three components for brittle fracture were active participants. The stresses were high, up to the yield range, and consisted of combined applied and residual stresses. The steel was oriented so that low transverse properties, particularily low fracture toughness prevailed. Critical size flaws were present at nucleus sites in the form of lamellar micro-cracks which were of a level accepted under the specified inspection procedures.

Pertinent Stress in the Critical Radius Area: The stress was of two types, applied and residual.

Applied Stress: This was the triggering factor. A positioning (jacking) procedure was in effect and the stress computed at the time of crack fracture was on the order of 30,000 pounds per square inch at the critical radius.

Residual Stress: In a study of another uncracked girder section, residual tensile stresses were found to be also of the order of 30,000 pounds per square inch. Under certain circumstances the residual stresses were even higher.

Combined Stresses: Yield range tensile stresses are accounted for as a result of the combined applied and residual stresses.

Steel Properties: The junction piece was specified to be of ASTM A-588 steel.

Conformance to Specifications: The steel did meet the chemistry and tensile requirements of the specification, which included a ductility over 20 percent elongation. However, the junction piece did not yield to the combined stresses but instead it cracked.

Charpy V-notch Characteristics: Charpy V-notch test results were asked "for information only" at plus forty degrees Fahrenheit. The steel would not have passed a specification requiring 15 foot pounds at the temperature in the transverse rolling direction, as the junction piece was oriented in the girder.

Fracture Toughness: By the ASTM E-399 procedure, a stress-intensity factor of 21 ksi √in, was obtained. This low fracture toughness was manifested in that the test specimen fractured in two prior to fatigue precracking and at fatigue-cycling loads.

Ambient Conditions: The outdoor temperature at the time of the crack was 35 degrees Fahrenheit, that is, below the Charpy V-notch test temperature that was asked. No ambient corrosive environment was any factor.

Critical Flaws: A critical flaw of semi-elliptical shape and of dimensions "a" and "a/4" was used for calculations. The critical size "a" was 0.2 inch for a stress-intensity factor of 65 ksi in. Flaws in the form of lamellar micro-cracks exceeded one inch in size "a" in the aggregate.

Discussion:

A stress intensity factor determined by standard tests has a value in fracture mechanics when a reasonable range of homogeneity is effective. The junction piece had great heterogeneity. This was in the main due to the relatively large size of the piece so that it had relatively little rolling down. And, as our findings showed, the ingot-rim-pattern plane of weakness coincided with the highest stress in the junction piece.

This poorest plane-of-weakness could not be directly evaluated by standard ASTM E-399 fracture toughness tests because of the irregular cross-section of the junction piece. Yet, in a test specimen not suspected of being in the weakest plane, a low stress-intensity factor of 21 ksi √in was obtained.

The critical radius in the junction piece had a bad combination of the highest stress, poorest resistance and greatest flaws.

Fault-Tree Analysis

In "fault-tree" analysis, three branches were major factors in the brittle crack formation: (1) The design called for a radius of high geometric stress concentration, in a region of substantial transverse weld joints and specified the material in a general way. (2) So that the material, though it met the chemical and physical specifications had low fracture toughness and critical size flaws as oriented in the structure. (3) Fabrication procedures resulted in high residual stresses and a "metallurgical notch" in the critical radius. The jacking (positioning) introduced applied stresses in the critical radius that triggered the cracking formation.

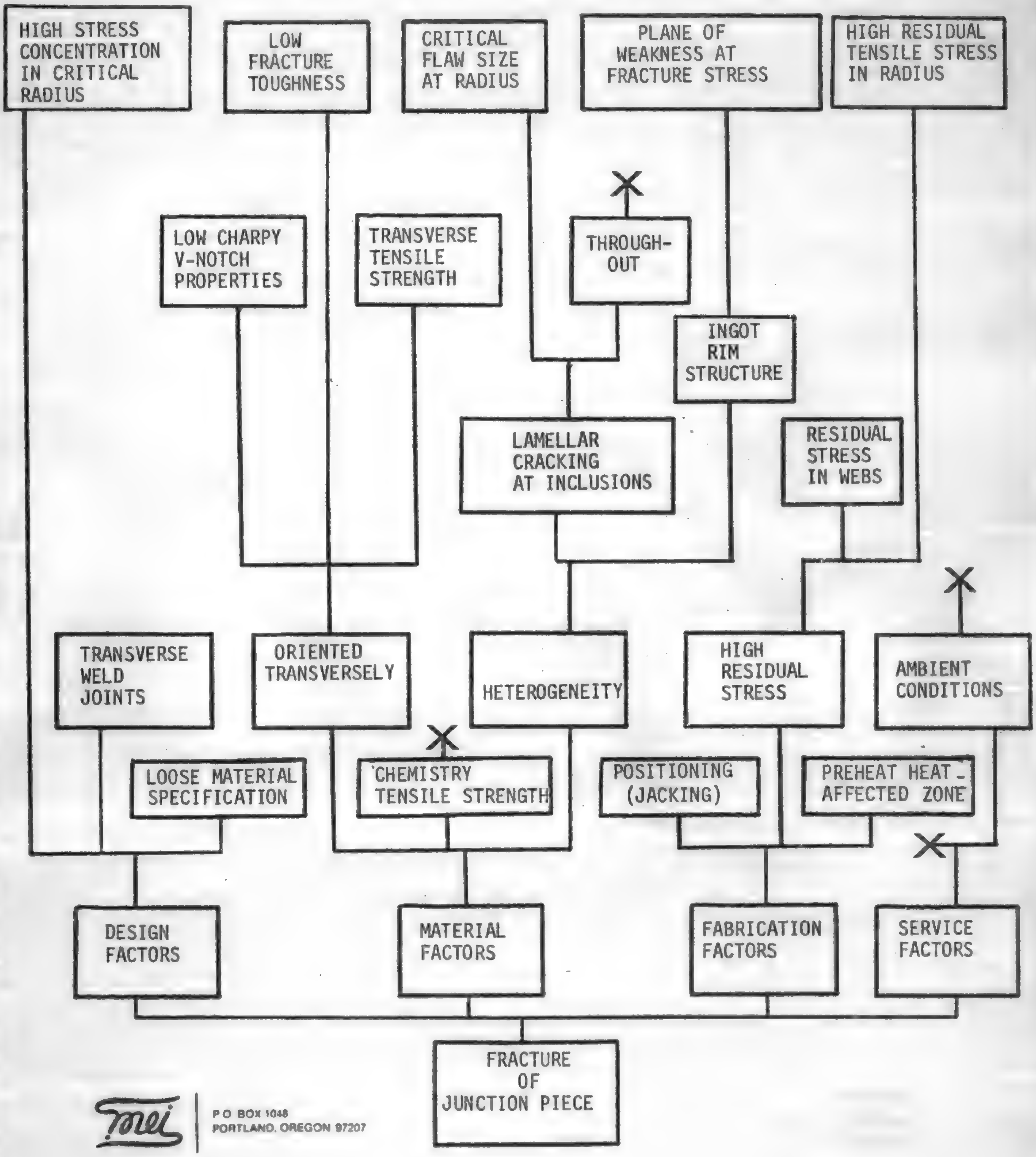
The four major factors (branches) investigation for faults are:

(1) design
(2) material
(3) fabrication, and
(4) service.

The bridge had had no service yet; this branch was immediately aborted, except that notice was taken that pertinent ambient conditions such as a corrosive atmosphere were not a contributing fault. Although the temperature was at 35 degrees Fahrenheit, this was not a contributing fault since the junction piece had a low fracture toughness at 70 degrees Fahrenheit.

The other three factors each contributed major faults. For simplicity most aborted non-faults (Figure 13, shown as -- X) are omitted.

Figure 13 - Fault Tree Analysis


HIGH STRESS CONCENTRATION IN CRITICAL RADIUS
LOW FRACTURE TOUGHNESS
CRITICAL FLAW SIZE AT RADIUS
PLANE OF WEAKNESS AT FRACTURE STRESS
HIGH RESIDUAL TENSILE STRESS IN RADIUS
LOW CHARPY V-NOTCH PROPERTIES
TRANSVERSE TENSILE STRENGTH
THROUGH-OUT
INGOT RIM STRUCTURE
LAMELLAR CRACKING AT INCLUSIONS
RESIDUAL STRESS IN WEBS
TRANSVERSE WELD JOINTS
ORIENTED TRANSVERSELY
HETEROGENEITY
HIGH RESIDUAL STRESS
AMBIENT CONDITIONS
LOOSE MATERIAL SPECIFICATION
CHEMISTRY TENSILE STRENGTH
POSITIONING (JACKING)
PREHEAT HEAT - AFFECTED ZONE
DESIGN FACTORS
MATERIAL FACTORS
FABRICATION FACTORS
SERVICE FACTORS
FRACTURE OF JUNCTION PIECE

COLLECTIVE TABLE OF CONTENT FOR REPORTS I THROUGH VI

Item — Description

1.1 Determine cause(s) of cracks in structure. . . . .

1.2 Determine and identify cause(s) with respect to original material quality and subsequent fabrication procedures; establish whether these were in any way defective such as to be a significant factor in the fractures . . . .

1.3 Determine properties of steels and of weld joints to serve as a basis for repair and/or correction of cracks and potential defects .

1.4 Sample and trepan, as needed to establish the above. . . . .

1.5 Specific phases of investigation, including the following. . . . .
1.5.1 History of:. . . . .
  (.1) Operation. . . . .
  (.2) Construction . . . .
  (.3) Failure. . . . .

1.5.2 Record of "As-Received" Condition. . . . .
  (.1) Photograph . . . .
  (.2) Sketch . . . .
  (.3) Wite-up. . . . .

1.5.3 Flaw-Detection-Inspection. . . . .
  (.1) Visual . . . .
  (.2) Magnetic Particle Inspection . . . .
  (.5) Ultrasonic . . . .

1.5.4.1 Metallurgical. . . . .
  (.1) Fractography . . . .
  (.2) Macro. . . . .
  (.3) Metallographic . . . .
  (.4) Microhardness. . . . .
  (.5) Chemical . . . .
(1.5.4.2(.2) Electron Microscope Scanning . . . .

1.5.4.3 Physical Tests . . . .
  (.1) Hardness . . . .
  (.2) Static - Test for tensile and bend properties . . . . . .
  (.3) Dynamic - Charpy notch bar properties. . . . .
  (.5) Fracture Toughness properties. . . . .

1.5.5.1 Load . . . .
  (.1) Calculation, Fracture Mechanics. . . . .

1.5.5.2 Experimental Stress Determination: . . . .
  (.1) Mechanical . . . .
  (.2) Photo Elastic. . . . .
  (.3) Strain Gage. . . . .

Item	Report I Page No.	Report II Page No.	Report III Page No.	Report IV Page No.	Report V Page No.	Report VI Page No.
1.1	1 - 2	1 - 2		1 - 3		1 - 3
1.2	1 - 2	1 - 2		1 - 3	1 - 2	1 - 3
1.3	1 - 2	1 - 2	1	1 - 3	1 - 2	1 - 3
1.4					4 - 5	
1.5						
1.5.1						
1.5.1 (.1)						
(.2)	4					
(.3)						
1.5.2	5 - 20	5-64-66		6 - 9		
1.5.2 (.1)						
(.2)						
(.3)						
1.5.3	4	8		59 - 61		
1.5.3 (.1)						
(.2)						
(.5)					6 - 8	
1.5.4.1						
1.5.4.1(.1)	21,35,45,65,91	4		10-23,62-65		
(.2)	(21	8-39 &			9	75 - 83
(.3)	(thru	51-63	5 - 12		44,64,65	
(.4)	(64	6,17,25,51				
(.5)	65		2		45 - 47	39 - 40
1.5.4.2(.2)				24 -31		57 - 73
1.5.4.3			15 - 18			
1.5.4.3(.1)						
(.2)	66 - 72	40 - 44	3 - 4	48 - 49	48 - 62	39 - 43
(.3)	67 - 83	45 - 50	13 - 14	32-38, 50-51		44 - 45
(.5)				39-47,52-57		
1.5.5.1						
1.5.5.1(.1)	84 - 90					
1.5.5.2						
1.5.5.2(.1)						85 - 133
(.2)						
(.3)						

Acknowledgements:

References used:

This is not the type of report in which outside references need be cited. It is apparent that a great deal of literature, research and findings from a wide variety of sources have been examined and applied. It consists of over 100 references. Should the original sources be of value, we will supply a list for those who are interested.

Credits:

The assignment and the progress of the study could not have proceeded so smoothly for us without the cooperation of the many individuals representing our client, the State of Oregon, Department of Transportation; related parties such as the Federal Highway Administration; the other consultants, Parsons, Brinckerhoff, Quade, and Douglas, and Howard, Needles, Tammen and Bergendoff; and the contractor, Murphy-Pacific.

Walter Hart, Bridge Engineer; his predecessor, Ivan Merchant; A. E. Johnson, assistant state highway engineer; Fred Klahoe, state highway engineer; and his predecessor, Tom Edwards; administratively eased all transactions.

7276

A E Johnson

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 15, 1973

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 18 '73
REFER TO
FOR
Info | [illegible] | AID | DIR | Sign | Act | File

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM Walter J. Hart
Bridge Engineer
Walter J Hart

SUBJECT Metallurgical Investigation
Fremont Bridge Girder Fracture
Fremont Bridge
Contract 7276

Metallurgical Engineers, Inc., has essentially completed all of its work under the basic contract plus supplements for the investigation of the Fremont girder fracture.

Enclosed are three copies each of Reports Nos. IV, V, VI, and VII. These reports are sent to you for your review and comments. We would appreciate any comments or corrections on any of the seven reports under this investigative project.

The contents of the four reports under this submittal are as follows:

Report No. IV -	Completion of Web Fractography and Junction Piece, and Web Fracture Toughness Properties.
Report No. V -	Study for the Heat-Affected Zone in the Critical Radius of the Junction Piece of the North Girder, West Bank.
Report No. VI -	Determine Residual Stresses in an East Bank Girder Section.
Report No. VII -	Overall Summary of Findings and Conclusions.

Arrangements have been made to preserve all of the vital pieces of material used in the tests. We would appreciate your comments on the confidentiality aspect of these reports. If after review of these reports, we feel that a meeting with Metallurgical Engineers, Inc., is in order such a meeting will be arranged.

Additional copies of the four attached reports are available upon request.

WJH/ag
Attachs.

cc E. S. Hunter
A. E. Johnson
R. N. Bothman

5

7276

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 13, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97310

FROM
Walter J. Hart
Bridge Engineer

SUBJECT Crack Investigation by MEI
Fremont Bridge Superstructure
Contract 7276

Enclosed are four copies of a progress report on the investigation of the crack in the girder truss joint area of the Fremont Bridge by Metallurgical Engineers, Inc.

They summarize the work completed under each of the three agreements and give a short synopsis of their findings to date.

Please note they are to have all work completed and reports made by the first part of May, 1973.

RJW/ag
Encls.

NOTED
E. S. HUNTER

cc ~~E. S. Hunter w/attach.~~
R. N. Bothman w/attach.
R. O. Cunningham w/attach.
H. S. Coulter
C. Keasey

RECEIVED
APR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-

METALLURGICAL
ENGINEERS, INC
ENGINEERING AND APPLIED SCIENCES

2340 S W. CANYON ROAD
P.O. BOX 1048
PORTLAND, OREGON 97207
503/228-9663

working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

TO: State of Oregon
Department of Transportation
Attention: Mr. Walter J. Hart,
Bridge Engineer
State Highway Building
Salem, Oregon 97310

CLIENT NO:

REFERENCE NO:

DATE: 4-4-73

SUBJECT: INVESTIGATION OF IN-CONSTRUCTION CRACK IN GIRDER TRUSS JOINT AREA; FREMONT BRIDGE.

Memorandum Report -- April 5, 1973
Overall Summary of Progress,
Findings and Estimated Completion
Time.

from Harry Czyzewski, P.E.
Projects Director

This contract consists of three parts. They are:

i. The original agreement is on the south girder, west bank in which the fracture occurred. This is primarily to analyze the fracture and to determine the properties of the steels.

ii. Supplement I is on the north girder, west bank and was primarily to evaluate the radius area, specifically for type of structure and evidence of heat-affected zone.

iii. Supplement II is the study of the residual stresses in the east bank members, with the selection of a single one of the two east bank members for macro and micro scale residual stress analysis.

-continued-

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APR 6 1973
BRIDGE DIVISION

NOTED
W. J. HART

i. Original Agreement, South Girder, East Bank, Fractured Member. The early findings were recorded in three (3) reports. These were instrumental in the conclusions to replace the then existing members.

Much of our work since then on this section has been to follow-up on the handling of these pieces so that they would become available for the completion of the specific data details, including overall fractographic examination of the entire web fractures and completion of metallography in the areas from which we were earlier precluded.

Our findings to date support and strengthen the conclusions at which we arrived and reported in the three reports.

ii. Supplement I is the north girder west bank. Todate, or up until recently, we only had available the flange sections, that is, the outermost six inches. We did not find a definitive zone that would be from the effect of heat used in preheating as was the case on the south girder. Areas available to us, though, had substantial welds (since this was the junction piece which had fractured in the shop and was repaired by welding there). We had to defer more detailed examination until we had the main section available to fix the presence of any heat affect of "preheat."

We now have this section. Much machining is involved to reduce it to the size necessary for metallographic specimens.

iii. Supplement II. The residual stresses we have found to be significant. They varied substantially in magnitude, direction (being compression or tension) and, of course, location.

We are now completing the microscale level of residual stress measurement, and can then interpret all of the results with respect to the bridge section elements and processing.

In addition, we now have the junction piece reduced into pieces of a size to make the physical tests, fracture toughness tests and chemistry analyses.

Overall, we have scheduled the machining and physical tests to be completed in three weeks, and the reports to be complete in an additional three to four weeks.

We have scheduled four (4) completion reports as follows: one more report under the original agreement; one under Supplement I; one under Supplement II; and the last report in this series will tie all of the others together in a summary of findings and conclusions.

Please let me know if you have any questions, and I would like to get any suggestions that will help us get the most effective reports to you.

HC:hg

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APR 6 1973
BRIDGE DIVISION

5

FORM

7276

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 3, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer
Walter J Hart

SUBJECT MEI Consultant Work
Fremont Bridge Superstructure
Contract 7276

RECEIVED
APR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On January 12, 1973, Mr. Harry Czyzewski of MEI was asked to investigate some fabrication details on the Fremont Bridge in the area of the girder truss joint at Panel Points 13 and 14.

The above details were critical items on the structure and required an early evaluation so that corrective measures could be taken.

Over a period of several weeks, Mr. Czyzewski made his investigation and phoned the results to Mr. Gary Teeter. The attached report from MEI summarizes his findings.

There are three existing agreements with MEI for the investigation of matters relating to the repair work at Panel Point 3. The investigation at Panel Points 13 and 14 was outside the work involved under the existing agreements.

FHWA has agreed to participate in the $706.00 cost of the above investigation, but has requested that it be paid under a Field Purchase Order rather than under the existing agreements.

OSHD Accounting Section has stated that, in this case, payment by a Field Purchase Order is in order.

May we have your approval to pay for this work by a Field Purchase Order.

RJW/ag;smd
Attach.
cc E. S. Hunter
H. S. Coulter
V. E. Skoog
R. N. Bothman
R. O. Cunningham

Orig to Hank
copies to
4-4-73

APPROVED
AEJohnson
DEPUTY STATE HIGHWAY ENGINEER
Date 4-04-73

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STATE HWY ENGR
APR 4 '73
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

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E. S. HUNTER

MEI
METALLURGICAL
ENGINEERS, INC
ENGINEERING AND APPLIED SCIENCES

2340 S.W. CANYON ROAD
P.O. BOX 1048
PORTLAND, OREGON 97207
503/228-9663

working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

TO:
State of Oregon
Department of Transportation
Attention: Mr. Walter Hart,
Bridge Engineer
State Highway Building
Salem, Oregon 97310

CLIENT NO:
REFERENCE NO: 808088
DATE: 3-29-73

SUBJECT: INVESTIGATION OF GIRDER-TRUSS JOINT AREA; PANEL POINTS 13 and 14.

Memorandum Report,
Summarizing Brief.

from Harry Czyzewski, P.E.
Projects Director

This memorandum is to accompany our invoice No. 808088.

I was first contacted by Gary Teetor on this "problem" about January 12th. He indicated that there were some bad fabrication details and possibly some design considerations that were being reviewed and he wanted MEI to advise on a number of factors relating to the correction of the fabrication details. Examples were air-arc gouging for removal of some welds, the use of preheat, etc. Initially, the assignment was not narrowed to one or two points.

The contact continued through a period of about four weeks and during which time, we had several telephone conversations, received drawings of the affected area and mill certificates on some of the pertinent steels; and arrangements made for inspection of Panel Point 13, in the company of Gary Teetor. No report was required at that stage, and no specific list of questions was submitted to MEI. The following are major points that MEI made:

1. With respect to the removal of the plugs and welds. The area was clearly one of overlapping welds produced under circumstances in which high levels of residual stresses could be expected. MEI made no calculations to try to establish the primary directions of the residual stresses under the circumstances.

    1.1. However, we recommended that the removal of the weldment metal be done with saws, circular saws, and/or carbide burrs ahead of more traumatic processes such as chipping and air-arc gouging.

-continued-

2. Crack arrestors. We discussed the problem of having crack-arrestors since the areas out of which cracks could initiate were relatively easy to identify. The procedures by which incipient cracks could be stopped to prevent a fracture crossing the entire structure were reviewed. No specific quantitative results were requested, nor obtained by us.

   2.1. Use of preheat or post heat. This was not necessary, if the cutting was by circular saws or carbide burrs. [Incidentally, the method of making the changes was to be left up to the contractor. We did not have further participation in resolving the matter.]

3. We were asked about ways that would be left to insure the integrity of this structure.

   3.1. We recommended nondestructive inspection for cracks. Specifically, magnetic particle inspection and ultrasonic methods to identify cracks and to inspect the critical areas including the fillet weld. This required ultrasonic standards for this purpose, which did some delay.

   We further approved that dyepenetrant be used for control when surface cracks were identified, (that either dyepenetrant or magnetic particle inspection could be used as the cracks were "chased out.")

   Radiography was to be used only in those isolated instances where a good clear view could be obtained.

   3.2. We further reviewed the mill certificates which showed a very high level of Charpy V-notch properties in the longitudinal direction at +40°F. One of our concerns was that the temperature in January, February and March, the time this rework was contemplated, could easily be below the +40°F.

   Although the longitudinal Charpys indicated an excellent margin of safety above the transition temperature in this regard, our previous experience indicated that localized areas of the steel in the thick sections could well have inferior fracture toughness at that temperature. This was particularly significant in that the web sections on the south girder, west bank fracture, had CVN properties reported at this same level in the mill certificates; and yet the fracture, once started, did propagate through these webs.

   The importance of identifying and controlling incipient cracks and critical flaws, therefore, was well established.

-continued-

4. Short time available for effecting the changes. This assignment involved using people that were readily available with respect to the Fremont Bridge work. Our senior technician, Mr. Don Valley, accompanied me on the inspection. He had the intimate knowledge of the capabilities of the people and the rates at which the work could be done.

The inspection was made on January 25, 1973. We made some photographic record, and noticed that the State was making a photographic record which was to be available to us if additional work was going to be required on our part.

We were asked to defer inspection of Panel Point 14, located on the center span.

If you have any questions, please let me know.

HC:hg
cc: 2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

January 25, 1973

Mr. Harry Czyzewski
Metallurgical Engineers, Inc.
2340 S. W. Canyon Road
Portland, Oregon 97221

Dear Mr. Czyzewski:

Invoice No. 807085
Consultant Agreement, Supl. II
Fremont Bridge Superstructure
Contract 7276

The amount payable to you on this invoice has been changed.

Under Reimbursable Expenses, Supplement II, a billing from General Tool & Supply Co. was included that totalled $780.40 and included one electric pump and three cylinders. Payment for these items has been deleted pending receipt of justification for their use.

Under the terms of the agreement, perishable materials and reimbursable expenses used in the performance of the service are chargeable.

Please resubmit your billing and include a statement about use of each item as it relates to the work and if it will have zero salvage value at the completion of the work.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
JAN 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RJW:dh

cc E. S. Hunter
H. S. Coulter
Paul Hatcher
R. O. Cunningham

RECEIVED
AUG 18 1972

A-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7276

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 14, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Supplements to MEI Consultant Agreement

NOTED
A. E. JOHNSON

cy Hart Coulter 8-17-72

The first and second supplemental agreements to the Consultant Agreement with Metallurgical Engineers, Inc. for the special study of certain materials used in the construction of the subject project is hereby formally approved.

NOTED
F. B. KLABOE

8-16-72
al

E. JOHNSON

RECEIVED
AUG 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 30, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7276

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

cy' Coulter
Droog
Cunningham
7-7-72

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Supplements to MEI Consultant Agreement

We have reviewed the two proposed supplemental agreements with the Metallurgical Engineers Incorporated involving additional investigation of the materials in selected areas of the subject structure and find them satisfactory. As stated in Mr. Taylor's preaward evaluation of these supplements, all the conditions with regard to Federal participation in the original Consultant Agreement with this firm will apply here also.

We also confirm June 8 as the effective date for authorization to proceed with the work under these supplements. Verbal approval was given at that time subject to the execution of a satisfactory agreement.

Please furnish the usual number of executed agreements for our formal approval when they become available.

7-6-72

Al. Hunt

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
JUL 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Rec'd 7-7-72
AEJ

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 5 1972

5

JUN 20 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

DATE June 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Supplemental Consultant Agreements
Metallurgical Engineers, Inc.
Fremont Bridge Repairs

By Commission action on January 11, 1972, an agreement with the firm of Metallurgical Engineers, Inc., was approved for technical services in the investigation of the in-construction crack in the main girder of the west span of the Fremont Bridge. Work under this agreement has progressed satisfactorily; however, additional investigation is required to more adequately determine the cause and responsibility for the crack.

The first supplemental agreement covers investigation work on the junction piece of the north girder, west side, and the second supplemental agreement is for a study of the residual stresses in the girder truss area. The first supplemental agreement has been approved by the Federal Highway Administration and the costs thereof are reimbursable from Interstate funds.

The second supplemental agreement has not been approved by the FHWA but approval is expected shortly. State funds will be used for those items of the second supplemental agreement that do not receive full federal participation.

I recommend that you approve these supplemental agreements and authorize the Secretary to sign them for and in your behalf. The matter will be on the agenda for your consideration at the June 27 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
H. S. Coulter
Gary Ross
Gary Sund

RJW:dh:ag ms

RECEIVED
JUN 19 1972
FOR FILING

7276

June 15, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM
A. E. Johnson
Assistant State Highway Engineer

SUBJECT Consultant Agreement with MEI
Fremont Bridge Superstructure
FAP I-405-8(17)303
Contract 7276
Your File 10-35-FA

Enclosed are three copies each of the first and second supplemental agreements with Metallurgical Engineers, Inc. for investigation work on the Fremont Bridge. Also enclosed is a pre-audit evaluation by the Accounting Section of the Highway Division.

The first supplemental agreement covers investigative work on the junction piece of the north girder, west side, and the second supplemental agreement is for a study of the residual stresses in the girder truss area.

Tentative Federal Highway Administration approval of the first supplemental agreement was received from Mr. Schell on June 8, 1972. May we have your approval of both supplements and an authorization-to-proceed date for each.

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
V. E. Skoog
L. I. Lindas
H. S. Coulter
R. O. Cunningham

RJW:dh ja

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1972

SUBJECT: Pre-award Evaluation
Fremont Bridge Superstructure
Project I-405-8(17)303

To: Walter J. Hart
Bridge Engineer

BUILDING

You have requested pre-audit evaluation of two proposed consultant agreements with Metallurgical Engineers, Inc. These agreements are written as Supplement 1 and Supplement 2, respectively, to an original agreement dated November 1, 1971. Both supplements entail additional investigative work on the referenced subject and specify additional costs.

On the basis of a desk audit, I certify that the accounting provisions in both supplements have been evaluated in compliance with Federal Highway Administration PPM 30-11, with the same exceptions, noted below, that were taken to the original agreement.

1. Federal funds may participate in the 10 percent allowance for administration and management on only those costs for outside services furnished by other consultants or specialists. Administrative, management or handling costs for all other out-of-pocket expenses are not eligible for Federal participation.
2. Federal funds may not participate in any retainer fees.
3. While subsistence, lodging and transportation at 18 cents per mile are all acceptable expenses on an actual cost basis Federal funds may not participate in minimum charges for any of these items.
4. Special charges for services requested or cancelled on short notices are not eligible for Federal participation.
5. Federal funds may not participate in any interest payment due to delay in payment.

RECEIVED
JUN 14 1972
BRIDGE DIVISION

[illegible]

If the above items are retained in the final supplements, the State must bear such costs.

V. E. Skoog
Controller

By:

D B Taylor

D. B. Taylor
Assistant Controller

DBT:DWJ:bg

RECEIVED

FOR FI

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(17)303

7276

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 27, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Consultant Agreement with MEI

The consultant agreement with the firm of Metallurgical Engineers, Inc. for the special study of certain materials used in the construction of the subject structure is hereby approved as submitted with Mr. Rear's January 20 letter subject to the following conditions:

1. Federal funds may participate in the 10 percent allowance for administration and management on only those costs for outside services furnished by other consultants or specialists. Administrative, management or handling costs for all other out-of-pocket expenses are not eligible for Federal participation.

2. Federal funds may not participate in any retainer fees.

3. While subsistence, lodging and transportation at 18 cents per mile are all acceptable expenses on an actual cost basis Federal funds may not participate in minimum charges for any of these items.

4. Special charges for services requested or cancelled on short notices are not eligible for Federal participation.

5. Federal funds may not participate in any interest payment due to delay in payment.

Our November 15 memorandum confirmed November 1 as the authorization date to proceed under this agreement.

NOTED
A. E. JOHNSON

cy Bridge
Metals
2-2-72

2-1-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 197
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 23 1972
FOR FILING

NOA ①

I-405-8(17)303
7276

1-11-72

January 18, 1972

Metallurgical Engineers, Inc.
P. O. Box 1049
Portland, Oregon 97207

MISC. CONTRACTS and
AGREEMENTS No. 4229

Attn: Harry Czyzewski
President

Gentlemen:

Attached for your records is a fully executed copy of an agreement for performing certain technical services to determine the cause of a failure which occurred on the main girder of the Fremont Bridge.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc Walter Hart
Attn: Robert Wright
(11 copies of agree. att.)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

I-405-8(17)303

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7276

DATE: January 11, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Consultant Agreement with MEI

Info cy to Bridge
Ed Hamlett
1-13-72

After again reviewing the proposed agreement with Metallurgical Engineers, Inc., together with the additional information furnished by Mr. Johnson's December 29, 1971, letter on this subject, we have reached the opinion that we can approve it as a "Specific Rate of Pay" type of agreement (Paragraph 4f of PPM 40-6) utilizing the hourly rates of pay as presented in the proposal and the unit charges for the various laboratory tests actually utilized. We cannot, however, accept the various surcharges and special conditions which are presented in this proposal. This includes the 10 percent for administration of outside services, insurance coverage, etc., and the 20 percent handling expense on perishable materials and reimbursable expenses. Actual transportation, lodging and subsistence are acceptable but not on a minimum charge basis.

If the consultant persists in demanding these types of charges, we must insist they be nonparticipating with Federal funds.

NOTED
A. E. JOHNSON

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cy to Kleska

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 31 1971
FOR FILING

I-405-8(17)
7276

December 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

442
442-A

Dear Sir:

Re: Fremont Superstructure Investigation
Contract No. 7276
FAP No. I-405-8(17)303
MEI Agreement

I have your memos of November 24 (08-35-EC) and December 15 (08-35-FA) concerning the proposed agreement with MEI. It is noted that you take exception to some of the items and the make-up and supporting data to principally the labor items.

We have had several conferences with MEI in an attempt to arrange the items of the fee schedule and the supporting data as you request. MEI states that the fee schedule is their standard of doing business regardless of the client involved and do not propose to change this method for the benefit of one client. The MEI proposal for the work contained the following:

"To: State of Oregon - Department of Transportation Page:22

Subject: Contract for Technical Services; Fremont Bridge

Ref. No. 705062

Date: November 2, 1971

Appended:--

Re: Alternative Methods of Invoicing.

> "We have submitted these estimates on the basis of our standard method of charging. If this contract requires invoicing where the assignment of all direct and indirect costs is specifically itemized and prorated, this will require a substantial revision of our accounting procedure, solely attributable to this one contract, and therefore, our costs for conversion will have to be included.
>
> Our estimate for this conversion cost is $2,500, based on the following:
>
> | | | |
> |---|---|---|
> | Certified Professional Accountant (analysis) and conversion of our current recording procedure. | $1,500 | |
> | Additional clerical services, related to this set-up. | 1,000 | $2,500 |
>
> Further, it is our impression that the total charges under such a method for invoicing will be higher to the State. This contract contemplates a larger proportion of the use of MEI staff engineers and staff technicians than the average for all of our projects on which our current overhead assessments are based."

We feel that by our insisting on a special method of billing we be subject to the above listed $2,500 expense unnecessarily and that in accepting unit prices for the various phases of the work we were within the requirements of PPM 40-6, Article 4-f.

Our Audit Section has made a review of Metallurgical Engineers, Inc.'s procedures in establishing the rates for the various items of work. A copy of their report is attached. It is apparent from the audit report and the comparison schedule attached and our estimate of cost of the work forwarded you with our letter of November 23, that it is to the State's advantage to accept the unit prices set out in the agreement fee schedule. We are proceeding with minor corrections and final signing of the agreement. If after final review of the agreement and audit on the completion of the work, the Federal Highway Administration determines any of the items of cost ineligible for federal participation, the State will accept these costs and consider them nonparticipating items.

Items 3, 5 and 8 on page 14 are elements of Metallurgical Engineers, Inc.'s standard procedure, which we accept. It is doubtful that any of the items will occur during the life of the agreement.

Item 11 on page 14 is an element of Metallurgical Engineers, Inc.'s standard procedure, which we accept.

Item 13 on page 15 indicates the possible use of outside services for special elements of any report. It is thought that none will be required under the work to be done. However, should such special work be necessary, we want to be able to ask for it.

Item IV. C (c) page 2 provides for the impact (Charpy) tests.

A brochure on the qualifications of the principals of the firm is attached.

We will obtain a breakdown of the consultant's out-of-pocket cost estimate.

Page 2 has been corrected to include radiographic inspection. (Typographical error, Item III. (d).

Note 1 on page 13 is being corrected.

The importance of the work this firm is doing and the necessity of getting on to the work as soon as possible after the break occurred has led us into some problems, all of which I feel are of a minor nature. The consultant has been on the work since our earliest conference on or about November 1, and we must complete the agreement as soon as possible so that the consultant can be paid for his work in an orderly manner.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant

Attachments

CAG:ag ja

FORM 8-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1971

To: Ivan D. Merchant
Bridge Engineer

BUILDING

SUBJECT: Agreement for Fremont Bridge Testing by Metallurgical Engineers, Inc.

From: J. A. Carpenter
J. A. Carpenter
Staff Auditor

A tentative agreement between the Oregon State Highway Commission and the firm of Metallurgical Engineers, Inc. contains, as part of the estimated costs, the approximate number of hours required for five different staff classifications. The rate per hour for each classification is the standard fee as normally charged by the company. In reviewing these fees, the U. S. Department of Transportation requested that the company use direct labor cost, plus payroll additives, plus overhead in preparing its billings. Profit to be a fixed amount based on the estimated total cost.

An audit of the fee structure, including verification of the overhead percentages as proposed by the company, was conducted December 8, 1971. Person contacted was Mr. Czyzewski, president of the company.

Schedule #1 (attached) shows the various overhead percentage rates, including payroll additives, as determined by the company using a profit and loss statement for the fiscal year ending July 1, 1970.

Schedule #2 (attached) is the company's build-up of salary rates to support its fee schedule. This schedule was constructed by starting with the fee, subtracting the base labor rate and applying varying percentages to the balance to arrive again at the fee rate. This schedule also includes profit on a percentage basis for the various classifications.

During the conference with Mr. Czyzewski it became evident that the only procedure the company would follow in determining its charges to the State would be based on its fee schedule. As this is the only procedure used for charging for its services, regardless of the customer, the company saw no reason to change its system of record keeping for this one project. The rates as stated in its fee schedule are the company's customary rates for this type of service.

Schedule #3 (attached) compares the cost to the State by use of the company's fee schedule and by using a cost build-up of labor, payroll additives, overhead and a lump sum profit figure of 10 percent. The result of this comparison shows that by using the company's fee schedule, the State would save a possible $8,666.00. These results are based on the use of estimated hours per classification as listed in the agreement.

The major variance is in the project director's unit cost. On the fee schedule he is listed at $40.00 per hour including profit, however, on a cost build-up of labor, payroll additives, and overhead, the figure is $54.71 per hour without any provision for profit.

Although the company's 191.8 percent overhead rate is high, it should be pointed out that it includes 28.9 percent for payroll additives, automobile expense, and some items of supplies which ordinarily would be direct charges rather than included in overhead.

In conclusion, it is the auditor's opinion that whereas the State would actually save money by accepting the company's fee schedule and whereas the company has indicated it is not willing to use any other method for computing costs, it should be accepted.

APPROVED
RASchuler
ROBERT A. SCHULER
Assistant Controller

JAC:bg

FIRM NAME METALLURGICAL ENGINEERS, INC

REF. NO. [illegible]5062

SCHEDULE #1

SUMMARY OF OVERHEAD COSTS - 1969-1970

EXPRESSED AS A PERCENTAGE OF DIRECT PROJECT SALARY COSTS

	ITEM	PERCENTAGE	
1.	Management and Administration	19.6	
2.	Vacation, Sick Leave and Holidays, Pension, items 10 & 12	28.9	→ see item 2 p 23
3.	Stenographic and bookkeeping, included in item 1.	— —	
4.	Rent, Building Expense	23.4	
5.	Automobile Expenses	5.9	
6.	Travel and Public Relations	3.7	
7.	Engineering Supplies and Expense	10.5	
8.	Office Supplies and Expense	15.5	
9.	Telephone and Telegraph	4.4	
x 10.	Insurance - Industrial Accident, see item 2	— —	
11.	Insurance - Liability, Hazard	7.7	
x 12.	Payroll Taxes, see item 2	— —	
13.	Business Tax and Licenses, BUT NOT INCOME TAX.	4.1	
14.	Technical Publications	.8	
15.	Dues (Professional and Civic)	9.6	
16.	Professional Services (Accounting), Legal, technical	18.5	
17.	Depreciation ~~Office~~ All Furniture and Equipment	28.3	
18.	Charitable Contributions	.3	
19.	Employee Education, included in item 15	— —	
20	~~Total~~ MISC, BAD. DEBT	10.6	
	TOTAL	191.8	

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NOV 19 1971
BRIDGE DIVISION

Sample - Consultants Estimate & Fee Proposal

SCHEDULE #1

TO: State of Oregon - Department of Transportation
SUBJECT: CONTRACT FOR TECHNICAL SERVICES; Fremont Bridge
REF. NO.: 795002
Date: November 2, 1971

SCHEDULE #7

COST BUILD-UP CHART FOR SALARY RATES AS SHOWN IN FEE SCHEDULE

	Project Director - Staff Engineer	Staff Technician	Senior Technician	Project Technician	Assistant Technician-Clerk
	($40 00/hr.)	($25 00/hr.)	($20 00/hr.)	($16 00/hr.)	($10 00/hr.)
1. DIRECT LABOR	18 75	8 85	5 38	4 65	3 50
2. LABOR ADDER, item 2, p24.	5 42	4 12	3 73	2 89	1 66
3. COST OF DOING BUSINESS [See ~~Sample~~, page 24 of this agreement]	12 39	9 41	8 52	6 62	3 84
4. PROFIT (PRE-INCOME TAX)	3 44	2 62	2 37	1 84	1 00
TOTAL:	$40 00	$25 00	$20 00	$16 00	$10 00

P.O. BOX 1043
PORTLAND, OREGON 97207

SCHEDULE #7

RECEIVED
NOV 19 1971
BRIDGE DIVISION

C 1/803

Schedule #3

Comparison of Costs Using Fee Schedule and Labor Plus Additives, Overhead and Profit

Estimated Cost of Labor Based on Fee Schedule

Fee	Hours		Total
$40.00	382	$15,280.00	
25.00	385	9,625.00	
20.00	291	5,820.00	
16.00	116	1,856.00	
10.00	460	4,600.00	
Total Including Profit			$37,181.00

(Profit Included - $3,685.89)

Estimated Cost of Labor, Payroll Additives, Overhead and Profit

Wage	Payroll Additives	Cost of Doing Bus.	Total Hourly	Hours		
$18.75	$5.42	$30.54	$54.71	382	$20,899.22	
8.85	2.56	14.42	25.83	385	9,944.55	
5.38	1.55	8.76	15.69	291	4,565.79	
4.65	1.34	7.57	13.56	116	1,572.96	
3.50	1.01	5.70	10.21	460	4,696.60	
					$41,679.12	
			10% Profit		4,167.91	
			Total			$45,847.03
			Difference			$ 8,666.03

METALLURGICAL
ENGINEERS, INC
ENGINEERING AND APPLIED SCIENCES

2340 S W CANYON ROAD
P O BOX 1048
PORTLAND, OREGON 97207
503/228-9663

working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

HARRY CZYZEWSKI

I. President and Projects Director, METALLURGICAL ENGINEERS, INC.
Portland, Oregon -- 1947 to date

Field: Engineering and Applied Science of Metals and Materials

II. Educational Record:
Bachelor of Science degree, 1941; Master of Science degree, 1949,
Metallurgical Engineering, University of Illinois

Scholastic honors include:
- Alpha Sigma Mu (Metallurgical)
- Tau Beta Pi (Engineering)
- Phi Kappa Phi (All University)
- Sigma Xi (Scientific Research)

Professional Experience:
- Professional Registration in Engineering --
  States of Oregon, Alaska, California, Illinois, Washington

1947 to date	President and Projects Director, MEI, Portland
1947 - 1951	Assistant Professor of Physical Metallurgy Research, University of Illinois
1941 - 1946	Research Metallurgist, Caterpillar Tractor Company

Author of 30-plus published papers and technical discussions on metallurgy, mechanics, research and development administration.

III. Appointment by Oregon Governors to:
- State Board of Engineering Examiners, 1961-73, elected president, 1969
- State Board of Health, Radiation Advisory Committee, 1960-72
- Department of Planning and Development, Science, Engineering and New Technologies Committee
- Governor's Manpower Coordinating Commitee, 1968-71, one of three representatives of Industry

Lecturer to engineering classes in Engineering Materials, University of Portland; Portland State University; Division of Continuing Education, Oregon State University; Portland Community College; Mount Hood Community College.

NOTED

Is a past President of Consulting Engineers Council of Oregon, Professional Engineers of Oregon, and American Foundrymen's Society, Oregon Chapter. Served on technical committees for American Institute of Mining and Metallurgical Engineers; American Society for Metals; American Welding Society, American Foundrymen's Society; General Chairman of 16th Annual Pacific Northwest Metals & Mineral Conference, 1963; National Director, and 1962-64 National Treasurer of Consulting Engineers Council of the United States. Named a fellow by American Insitut of Chemists, 1968. In 1970 received two honorable mention awards for Engineering Excellence from Consulting Engineers Council of the United States..

METALLURGICAL
ENGINEERS, INC
ENGINEERING AND APPLIED SCIENCES

2340 S W CANYON ROAD
P.O. BOX 1048
PORTLAND, OREGON 97207
503 228-0663

working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

DAVID B. CHARLTON, Ph.D.

I. Corporation Secretary and Project Bacteriologist,
METALLURGICAL ENGINEERS, INC., Portland, Oregon -- 1969 to date

Field: Bacteriology - Ecology

II. Educational Record:

Bachelor of Science degree, 1925, Chemistry, University of British Columbia
Master of Science degree, 1929, Bacteriology, Cornell University
Doctor of Philosophy, 1933, Sanitary Bacteriology, Iowa State University

Honors include:
- Sigma Xi (Scientific Research)
- Lang Syne Society (Pioneers of Accomplishment in Portland)
- American Motors Corporation Conservation Award for Individuals in the cause of Conservation

Professional Experience:

1969 to date,	Project Bacteriologist, MEI, Portland
1946 - 1969	Charter Incorporator and Vice President of MEI
1936 - 1969	President and Director of Charlton Laboratories, Inc., Portland, now a unit of MEI
1934 - 1936	Instructor in Bacteriology, Oregon State College, half time
1934	Founded Charlton Food & Sanitary Laboratories
1931 - 1932	Instructor in Bacteriology, University of Nebraska
1929 - 1931	Instructor in Bacteriology, Oregon State College
1926 - 1927	Assistant City Bacteriologist, Portland Health Bureau

III. Has participated in varying capacities in technical and professional activities including service in: American Council of Independent Laboratories since 1946; American Chemical Society; American Public Health Association, since 1932; American Society for Testing and Materials; Air Pollution Control Association; American Water Works Association, since 1938, appointed life member, 1962; Certified Marine Chemists; Water Pollution Control Federation, since 1934; member of Oregon Building Congress.

IV. Appointed to eleven governmental and civic organizations concerned with bacteriological control and conservation.

IN OUR TWENTY-FIFTH YEAR

Hogl

METALLURGICAL
ENGINEERS, INC
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working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

JOHN M. HOGL

I. Treasurer and Project Chemist, METALLURGICAL ENGINEERS, INC.
Portland, Oregon -- 1969 to date

Field: Analytical and Applied Chemistry

II. Educational Record:
Bachelor of Science degree, 1935, Chemistry, Oregon State University

Scholastic honors include:
-Pi Mu Epsilon (Methematics)
-Phi Kappa (General Scholarship)

Professional Experience:

1969 to date,	Treasurer and Project Chemist, MEI, Portland
1937 - 1969	Vice President (since incorporation) and Chief Chemist of Charlton Laboratories, Inc., Portland, now a unit of MEI
1937	Chemist, Crown Willamette Paper Company

Thirty-four years of chemical and technical experience at Charlton Laboratories--Metallurgical Engineers, Inc., in analyses, research, investigations, consultation and expert legal testimony. The range of materials and problems include food, agricultural, drugs and chemical products, water, oils and fats, petroleum products, materials of construction, metals and other industrial materials and products.

III. Is a member of American Oil Chemists Society; Association of Official Racing Chemists; Portland Industrial Chemists Association (charter member and first president); American Association of Testile Chemists and Colorists; and Chi Phi Fraternity.

CONSULTING ENGINEERS COUNCIL
C E C

IN OUR TWENTY-FIFTH YEAR

METALLURGICAL
ENGINEERS, INC

ENGINEERING AND APPLIED SCIENCES

2340 S W CANYON ROAD
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working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

EARL C. SUTHERLAND

I. Vice President and Project Director, METALLURGICAL ENGINEERS, INC.
Portland, Oregon -- 1967 to date

Field: Engineering and Applied Science of Metals and Materials

II. Educational Record:

Bachelor of Science degree, 1950; Master of Science degree, 1950, Metallurgical Engineering, Michigan Technological University (highest honors).

Scholastic honors include:
- Alpha Sigma Mu (Metallurgical)
- Tau Beta Pi (Engineering)
- Blue Key

Professional Experience:

-Professional Registration in Engineering --
States of Oregon, Alaska, California, Washington, Colorado, British Columbia, Canada

1967 to date,	Vice President and Projects Engineer, MEI, Portland
1964 - 1967	Manager, Research & Advanced Engineering, Omark Industries, Inc.
1962 - 1964	Manufacturing Manager, Precision Castparts, Inc.
1960 - 1962	Research Scientist, Lewis Research Center, NASA
1956 - 1960	Director of Engineering & Manufacturing, Eriez, S.A., Productos Magneticos e Metalurgicos, Sao Paula, Brazil
1952 - 1956	Metallurgist, Fansteel Metallurgical Corporation
1924 - 1952	International Business Machine Corporation

Author of five published papers and technical discussions on metallurgy.

III. Is a member of American Management Association, American Society for Metals, American Institute of Chemical Engineers, National Association of Corrosion Engineers, Society of Plastics Engineers, Consulting Engineers Council committee member, and committee member of civic organizations at local, state and national level.

IV. Colonel, AGC, Logistician, U.S. Army Reserve. Top Secret Clearance.

METALLURGICAL ENGINEERS, INC
ENGINEERING AND APPLIED SCIENCES

2340 S W CANYON ROAD
P O BOX 1048
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working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

DONALD J. VALLEY

I. Vice President and Quality Control Supervisor, METALLURGICAL ENGINEERS, Inc., Portland, Oregon — 1958 to date

Field: Physical and Nondestructive Testing

II. Educational Record:
Graduate Lincoln High School, 1951

Professional Experience:
1958 to date, Vice President and Quality Control Supervisor, MEI, Portland
1953 - 1958, Certified Inspector Magnetic Particle Inspection and Fluorescent Penetrant Inspection, Iron Fireman Mfg. Company.

Author of published papers and technical discussions on MEI Sonic Hart; Polaroid Film Speeds Component X-Ray Tests; Technique for Ultrasonic Inspection.

III. Is a member of American Society for Quality Control, American Welding Society, and the Society for Nondestructive Testing.

IN OUR TWENTY-FIFTH YEAR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 15, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Merchant - draft
cy Johnson (2)
12-17-71

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Proposed Consultant Agreement, MEI

Further review of the proposed consultant agreement with the Metallurgical Engineers, Inc. for a detailed investigation of the materials involved in the fracture area of the subject structure has generated some additional comments that may be useful in developing a satisfactory agreement. These are in addition to those furnished in our November 24 memorandum.

There are several items of costs that are not eligible for Federal participation even though they are supportable by audit. These include any sort of income tax, interest on borrowed capital, allowance for bad debts or obtaining business other than actual negotiating expenses or any costs for advertising. Also there are several items included in the "Summary of Overhead Costs" for this agreement that while eligible appears unusually high.

The consultant cost estimate should include a breakdown of the cut-of-pocket costs shown for outside services and equipment rental as well as any travel costs the consultant has estimated for the project.

Cost has been included for radiographic inspection but this work is not indicated as being required on page 2 of the agreement.

The note 1 on page 13 indicates that the costs shown include all work items through 1.12. We doubt that this is intended as items 1.11 and 1.12 are specifically indicated as not being included in the agreement at this time.

The discussion of surcharges and special conditions appear to have been taken from the consultants general fee schedule sheet which was not specifically prepared for this project. Many of these items, particularly those related to field charges, do not appear applicable to this project and should not be included in the agreement.

(more)

AEJ

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

On page 14 it is indicated that payment for outside services, insurance, etc., is to include 10% for administration and that perishable materials and reimbursable expense will be billed at cost plus 20% for handling expenses. Although Federal-aid funds may participate in a reasonable amount to cover the costs of managing or administering those outside services performed by other consultants or specialists, administrative charges on other out-of-pocket items are not eligible for participation. Similarly, handling charges on out-of-pocket items are not eligible for Federal-aid participations. In addition the four month retainer fee is not an eligible item.

RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1971
BRIDGE DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 24, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-405-8(17)303
Fremont Bridge
Proposed Consultant Agreement with
Metallurgical Engineers, Inc.

The draft of the subject agreement has been reviewed and we offer the following comments for resolution prior to our acceptance:

1. We concur in the payment for laboratory testing and analysis as set forth in the consultant's proposal. We do not, however, concur in the method of payment for salary rates. We are unable to justify the increases shown over and above the direct labor costs. Payment for these items, therefore, should be based on actual direct labor costs plus loading for labor additives and overhead. These loading rates should be the actual rates incurred by the consultant during the work period as established by audit. We will accept the loading rates shown in the consultant's proposal totaling 191.8 percent as a basis for progress payments. A fixed amount should be established based on the estimated engineering cost for profit. Salary rates, therefore, will be based on the method of actual cost plus a fixed payment as set forth in Paragraph 4d(3) of PPM 40-6.

2. Items 3 and 5 under "Surcharge" on Page 14 should be eliminated from the agreement as we believe these should be expected to be part of the overall agreement. We will not be able to participate in any interest payment incurred under Item 8. Under Item 11 on Page 14 we are not in agreement with the $15 minimum charge. We believe payment should be made on the basis of the $0.13 [illegible]. On Page 15 we would appreciate clarification of Item 13.

3. Provision should be made in the agreement to obtain impact properties of the steel.

4. A brochure should be submitted setting forth the consultant's qualifications to carry out this work.

We would be happy to discuss the above items with you at your convenience.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7276

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1973

TO
G. L. Green, Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, Price Agreement No. 19

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This Agreement covers a deduction from the contractor for using stay-in-place metal deck forms in lieu of the conventional form system. Use of the forms and the resulting deduction will be in accordance with Federal Highway Administration Instructional Memorandum 40-3-72.

A copy of the Engineer's letter of explanation and of the cost justification prepared by the Bridge Engineer are attached.

The use of the stay-in-place metal forms and the resulting credit were tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 8, 1972.

Your approval as of December 8, 1972 is requested.

Attach.
BHW:pr

7276

s

Salem, Oregon
July 13, 1973

R. N. Bothman
Metropolitan Engineer

Structural Steel Corrective Work
Fremont Bridge
Contract 7276

You have a copy of Walt Hart's July 9 letter to me relative to uncompleted corrective work on the structural steel for the Fremont Bridge. Some of this corrective work has been under consideration for something like 6 to 8 months. As noted in Mr. Hart's letter, we have been put on notice by our consultant, Parsons, Brinckerhoff, Quade and Douglas, and the Federal Highway Administration of the importance of this corrective work and it is requested that you take immediate steps to have it performed.

It is also requested that you complete your review of the overall provision for access to the structure and submit your recommendations to the Bridge Section.

Mr. Hunter has asked the Bridge Section to re-analyze the problem of the expansion joints at the ends of the structure. Upon completion of their study, corrective measures will be submitted to you for preparation of an appropriate work order.

ORIGINAL SIGNED BY
A. E. JOHNSON
ja
A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc H. A. Schell
Federal Highway Administration

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
W. J. Hart
R. O. Cunningham

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 9, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Structural Steel Corrective Work
Fremont Bridge
Contract 7276

RECEIVED
STATE HWY ENGR
JUL 10 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

On the attached sheet is a list of uncompleted corrective work on the structural steel for the Fremont Bridge. The contractor has been aware of the need to do this work for sufficient time to have taken some action. To date he appears reluctant to exert any effort in this direction.

There are several items of this work which should have been done prior to the erection of the center span lower deck steel. Work on these items should definitely be completed before placing of the lower deck concrete.

There is indication that this structure will experience substantial dynamic live load and temperature movement. Under these conditions fatigue cracking could occur in any principal stress-carrying member where the surface finish is outside of the specifications. It is for this reason that the resident engineer was requested to advise the contractor that those surfaces which were not finished as called for under the specifications must be corrected.

We have been put on notice by both our consultant, PBQD, and the Federal Highway Administration of the importance of this corrective work. If the contractor is permitted to continue to ignore directives in this area, this factor should be kept in mind.

In addition to the listed items there are a number of pre-deck pour erection procedure steps called for on the contractor's erection drawings which still remain to be done.

There are two remaining items of work on this structure which are dependent upon a decision by the State. The first relates to access to the structure. The Metro office was requested to review the overall provisions for access to the structure, specifically to those points of access which have been eliminated by design changes and to requirements for additional safety features which may be in order at remaining access points. The second item concerns the expansion joints at the ends of the structure. The only proposal advanced so far to close the 2 1/4-inch gap between the expansion fingers which appears reasonable is that proposed by PBQD. Their proposal calls for the welding of 1/4-inch by 1-inch bars transverse to the expansion fingers.

I recommend that this corrective work be done at the expansion joints.

WJH:dh
Attachment

cc E. S. Hunter
H. S. Coulter
R. N. Bothman
R. O. Cunningham
H. A. Schell

FREMONT BRIDGE STRUCTURAL STEEL CORRECTIVE WORK

The following work to be completed prior to pouring of the bottom roadway deck:

1. Round off the ends of the slot holes and grind the edges of the slots in the bottom flanges at Panel Point 14 to remove all notches and discontinuities as required by the specifications. Part, done

2. There are a number of locations where there are surface dicontinuities in bottom flange slots where the gusset plate hangers for the lower roadway occur. The slots where the bottom flange surface discontinuities exist are at various panel points in the structure including Panel Points 10 and 10'. The ends of these slots should be ground to the surface finish required by the specifications. Priority should be given to the work at Panel Points 10 and 10'. None Done

3. Repair the following erection slot holes and provide bolted cover plates as detailed by Earl and Wright and approved by PBQD:

    (a) Panel Point 12 top flange plates, east side only. Not done

    (b) Panel Points 13 1/2 and 13 1/2' top flange plates.

    (c) Panel Points 14 1/2 and 14 1/2' bottom flange plates.

4. Correct the fabrication error of the diaphragm in the south girder at Panel Point 22. This work should be done before the pouring of the bottom deck slab so that all welding can be done before any further stress is put on the members. Not done

The following work may be completed after pouring the bottom roadway slab:

1. Fabricate and install bent plates in replacement of the arch-to-flange transverse welds at Panel Point 14 and 14'.

2. Cut off the deck lifting lugs and grind smooth.

3. Remove the slugs from the top flange of the tie girder at Panel Points 14 and 14'. Round off the ends of the slot holes and grind the edges of the slots in the top flange to remove all notches and discontinuities as required by the specifications.

4. Grind smooth and fair off the ends of the temporary jacking connections welded to the steel deck plate near Panel Points 14 and 14'.

5. Replace the A-490 bolts in the columns at Panel Point 10 and 10' with A-325 bolts. Before this work is done the Resident Engineer should check further with the Bridge office to insure that it will be necessary to remove these bolts.

7276

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 11, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
E. S. HUNTER

SUBJECT MEI Fremont Bridge Investigations
Contract 7276
FAP I0405-B(17)303

The final reports submitted by MEI on the investigation of the Fremont Bridge girder fracture were sent to you on April 15, 1973. We are interested in your comments on these reports.

The final invoice has been submitted by MEI for all their work in connection with this investigation and there is a $1,542 overrun in the grand total of amounts authorized under all three agreements (original and two supplemental agreements). The reason for the overrun was that Mr. Czyzewski, the project director of MEI, was requested to investigate the crack in a structural plate being fabricated in San Francisco to replace the area removed at Panel Point 3. This cost amounted to $2,610.

It was necessary that we obtain an expert analysis of the cracked plate so that corrective measures could be taken as soon as possible. Since this inspection work was related to the work provided for under our agreements with MEI, it was decided to pay for this inspection service under the original agreement. Later, when it appeared that the original agreement would overrun and there would be a surplus under Supplement No. 2, it was decided to transfer this charge from the original agreement to Supplement No. 2.

Herb Schell informally approved of this transfer of charges on October 10, 1972.

May we have your approval of the $1,542 overrun in the grand total of amounts authorized under all three MEI agreements.

RJW:dh

cc A. E. Johnson
E. S. Hunter
R. N. Bothman

RECEIVED
JUL 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7276

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 8, 1974

In reply refer to: 10-35-DA

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. E. HUNTER

CC Young
Hart
Bachman
Mackey
1-11-74

Reference is made to Mr. Young's letter dated December 27, concerning State Force Order No. 17.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is off the job and does not have the staff present to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.
4. Delay of work is not advisable on installing locks on all tie girder and arch rib manhole covers as unauthorized personnel have already entered a tie girder.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of this order is returned herewith. The estimated total costs of the work to be done under this order is $3,000.00 with Federal participation of $2,700.00.

Sgd G. L. Green

RECEIVED
STATE HWY ENGR
JAN 9'74
REFER TO Hunter
FOR
Info | Inves | [illegible] ✓
1/10/74

Enclosure
State Force Order No. 17

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
JAN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-124-1108

STATE COPY

8-99

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7276

Order No. 17

Section Fremont Bridge

Date December 3 1973

Highway Stadium Freeway

F.A.P. No. I-405-8(17)303

County Multnomah

Prefix 626-1013

Account No. 269-17

Description of Work To Be Done: Install locks on all tie girder and arch rib manhole covers, and to caulk the gap between the suspender strands and the cable guide castings.

Location by Station Numbers: Entire Structure; Sta. FB^3 350+72.33 thru FB^3 363+27.67

APPROVED EFFECTIVE DATE 12-19-73

Contingent upon modification of project agreement if additional funds are required.

E. J. Valach

TITLE Dist Engineer

1-8-74

Estimate of Quantities and Costs: Lump Sum $ 3,000.00

Explanation: The lock are required to prevent non authorized personnel from gaining access to the interior of the tie girders and arch ribs. The caulking is required to prevent water from running down the suspender strands into the tie girder.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$29,359,902.30
Present estimate of project cost, including $3,000.00 for work under this order	$28,961,336.18
Expected under-run (amount)	$398,566.12
Expected under-run (per cent)	1.35%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

SP*79602-734

#7276

5

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 7, 1974

In reply refer to: 10-41.7/407.1

SUBJECT: Draft Report: "Strain Measurement on Fremont Bridge Superstructure During Erection Stage"

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Kamadoli's report as requested by Mr. Hart's December 11, 1973 memorandum. We believe that the report is very good and imparts some worthwhile information.

We suggest that the organization could be altered slightly to increase the impact. More introduction is needed to acquaint the reader with the study. Then a verbal roadmap would be beneficial before entering the discussion. Other more specific comments have been made in the margins of the report, which we are returning herewith.

For J. A. Schell
G. L. Green

Enclosure

RECEIVED
STATE HWY ENGR
JAN 8'74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

1/9/74

NOTED
E. S. HUNTER

Hart
for response

1-11-74
original & report to
Walt Hart to answer.

RECEIVED
JAN 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7276 5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 4, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's December 28, 1973 memorandum requested our approval of the State issuing a Field Purchase Order to cover the cost of Mr. Czyzewski's comments to Mr. Hartbower's review of the MEI reports on the Fremont girder fracture.

We are reluctant to approve this method of payment as the charge should be a part of the original consultant agreement. We do understand, however, that there was no way to anticipate that additional comments would be needed. We also understand that the consultant agreement work is all but closed out and that it did overrun the original cost estimate. Inasmuch as this bill is for less than $400 and the paperwork necessary to make further amendments to the consultant agreement would cost more than the work, we will agree to participate in the cost of a Field Purchase Order to cover this work.

G. L. Green

RECEIVED
STATE HWY ENGR

JAN 8'74

REFER TO
Hunter 1/9/74

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
E. S. HUNTER

cc Young
Shroy
Hart 1-11-74

RECEIVED
JAN 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276 5

December 27, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 17

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This Order covers the cost to install locks on all tie girder and arch rib manhole covers to prevent unauthorized personnel from gaining access and caulking of the gap between the suspender strands and the cable guide castings to prevent water from running into the tie girder. This work will be performed by state forces as the contractor does not have the personnel or equipment on the project to perform the work.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $3,000.00 with Federal participation in the amount of $2,700.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 19, 1973.

Your approval as of December 19, 1973 is requested.

Attach.

BMW:pr

FORM 8-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

12-7-73

REFER TO

[illegible] & Harter

By Asst. State Hwy. Engr.

It appears to me that we might get some good info from counters at least until Harbor Dr. is closed. — What is your reaction to penultimate paragraph?
HSC

Leave in. [illegible]

DATE December 5, 1973

TO H. S. COULTER
Assistant Highway Engineer

RN Bothman by [illegible]

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT TRAFFIC VOLUME
FREMONT BRIDGE OPENING

The Fremont Bridge was opened to traffic on November 15, 1973. Traffic count data were obtained "before" and "after" that date and the results are shown on the attached map.

This bridge, the final link in the inner freeway loop, affected the trip distribution on all five freeways feeding the loop as well as the four principal bridges connecting the loop with the downtown area. The resultant shifting of traffic has had the effect of more closely balancing the loop traffic loadings. The end result is a better level of service throughout the loop.

Listed below are the changes which occurred on the bridges across the Willamette River.

	24-HOUR WEEKDAY		
BRIDGE	"BEFORE"	"AFTER"	CHANGE
Fremont	-0-	35,900	+ 35,900
Broadway	42,000		- 9,300
Steel	41,000		- 4,300
Morrison	42,000		- 1,800
Marquam	92,000		- 16,200
		Difference	+ 4,300

These additional 4300 trips represent traffic generated by this new facility plus trips diverted from the Burnside and possibly the St. Johns Bridge. Generated traffic could account for 10-percent of the Fremont Bridge total or 3600 vehicles. This would leave a diversion of 700 from the Burnside and St. Johns Bridges. In summary, it would be fair to say that only the Broadway, Steel and Marquam Bridges experienced meaningful decreases in traffic.

RECEIVED
DEC 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1973
Office of
Assistant State Highway Engineer

When do we
close Harbor Dr.?
March or April 1974

The loss of 4300 vehicles per day on the Steel Bridge affected both Harbor Drive and the Everett-Glisan one-way couplet perhaps in equal amounts. Harbor Drive carried 30,000 vehicles per weekday at a point just south of the Morrison Bridge in September, 1973. On December 5, 1973, the 24-hour count at this location was 26,300. When adjusted for seasonal variation, it would appear that there has been a reduction on Harbor Drive of 2000 to 3000 vehicles per day.

The semi-permanent recorder at the west end of the Fremont Bridge will be shut down and the equipment returned to Salem on January 1, 1974, unless we are advised to the contrary. ?

Copies of these data are being distributed as indicated because of the widespread interest in these patterns. Should you desire additional data, please advise.

ar

cc
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
C. T. Keasey
J. H. Versteeg
W. J. Hart
L. W. Rulien
R. E. Royer
G. L. Sund
D. E. Bergstrom
(City of Portland)

7776 [illegible] 5

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

NOTED
H. S. COULTER

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

DATE November 23, 1973

TO H. S. COULTER
Assistant Highway Engineer

R N Bothman by

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT TRAFFIC VOLUMES
FREMONT BRIDGE OPENING

The Fremont Bridge was opened to traffic on Thursday, November 15, 1973. We began monitoring traffic volumes on the Fremont Bridge Complex and at other key locations that same afternoon. Results of the first three weekdays after the opening are shown on the attached map along with the "before" average weekday volumes. These "after" data are very preliminary and are subject to change. Nevertheless, we thought you might be interested in the early indications.

Insofar as river crossings are concerned, the tentative pattern is as follows:

BRIDGE	BEFORE	AFTER	CHANGE
Fremont		31,000	+ 31,000
Broadway	42,000	33,000	- 9,000
Steel	41,000	37,000	- 4,000
Morrison	42,000	40,000	- 2,000
Marquam	92,000	78,000	- 14,000
New Trips		2,000	- 2,000

As can be seen, it appears that the Broadway Bridge will experience the greatest relative relief. The 14,000 trips diverted from the Marquam has lessened the pressure on this crossing somewhat. It is hoped that more traffic will be diverted as motorists become more accustomed to the new routings now available.

Peak hour observations disclose that traffic throughout the loop system is moving better now. There are a few problem areas in Northwest Portland which are under close surveilance.

It is planned to conduct a full five-day continuous study of the new patterns the last week in November in an effort to get a final fix on the changes. A more comprehensive evaluation will be forthcoming afterwards.

Because these data may be of interest to others, copies are being distributed as indicated.

ar

Attachment

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
C. T. Keasey
J. H. Versteeg
W. J. Hart
R. E. Royer
Gary Sund
D. E. Bergstrom,
City of Portland

7276
11-73

FREMONT BRIDGE COMPLEX PROJECT INFORMATION

PROJECT	CONTRACT NO.	CONTRACTOR	DATE AWARDED	DATE COMPL.	LENGTH (LANE FT.)	QUANTITIES STRUCT. STEEL (LBS.)	CONCRETE (CY)	REINFORCE. (LBS.)	ENGINEERING CONSULTANT	EXPENDITURES CONTRACT AMOUNT	TOTAL* AMOUNT	AMOUNT FOR ENGINEER CONSULT.
Fremont Bridge Pier Const.	7124	Peter Kiewit Sons' Co.	2-27-68	5-13-70	N/A	520,000	38,000	1,950,000	Parsons, Brinkerhoff, Quade & Douglas	3,957,623	4,188,200	Included in below
emont Bridge Superstructure	7276	Murphy-Pacific Enterprises	7-3-69	11-9-73	17,300	17,450,000	3,910	1,010,000	"	27,391,510	28,817,125	905,878**
West Fremont Interchange	7214	Anderson-Hannan	4-29-69	10-19-72	36,000	15,952,000	65,647	19,150,000	Howard, Needles, Tammen & Bergendoff	19,348,137	20,288,500	1,442,202
West Fremont Interchange (Unit 2)	7623	Drake-Willamette	8-26-71	5-5-73	Included in above	126,200	11,270	3,885,300	"	3,274,682	3,586,900	Included in above
East Fremont Interchange, Unit "A"	7310	Drake-Willamette	9-11-69	4-27-73	32,000	16,156,000	19,817	4,388,500	"	13,175,306	14,089,500	Included in above
East Fremont Interchange, Unit "B"	7311	Drake-Willamette	9-11-69	5-25-73	Included in above	8,740,800	15,725	2,989,400	"	9,026,940	9,450,000	Included in above
st Fremont Interchange, Unit "C"	7312	Drake-Willamette	9-11-69	11-28-72	Included in above	352,500	8,252	2,712,000	"	2,058,970	2,160,000	Included in above
TOTALS					85,300	59,297,500	162,621	36,085,200		78,233,168	82,580,225	2,346,080

TOTAL COST FREMONT BRIDGE COMPLEX $84,928,305

* Includes Additional Anticipated Items, Contingencies, and Construction Engineering
** Includes investigation of in-service crack

NOTED
E. S. HUNTER

RECEIVED
DEC 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

5

November 23, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. N. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 13

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This order covers the cost of installing traffic lane buttons throughout the project. Installation of these buttons will be performed by the Traffic Marking Specialist Co., a company who has contracted with the State Maintenance to perform this work throughout the state.

Order for State Force Work Number 12 was approved by your office effective October 3, 1973. Included in the work under this order was the installation of traffic lane buttons by state forces which was in error.

This order covers the cost of the traffic button work included in State Force Order Number 12.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 12, 1973.

Your approval as of October 3, 1973, approval date of State Force Order Number 12, is requested.

Attach.

BMW:js

7276

s

November 23, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-405-8(17)303

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 14

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The Order covers installation of dampeners to control suspender cable vibrations. Specified cable spacers do not properly dampen undesirable cable vibrations and were only required on nine panel points. Dampeners will be installed at all 19 panel points including those cables presently equipped with spacers. It is in the public's interest for State forces to perform this work since the contract work is complete and the contractor is unwilling to accept any additional work which would in any way delay completion.

The estimated total cost of the work to be done under this Order is $15,000 with Federal participation of $13,500. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 9, 1973.

Your approval as of November 9, 1973 is requested.

JK:bb
Attach.

7276 5

November 21, 1973

Mr. L. A. Kirkeby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Gentlemen:

Contract 7276

All work under Contract No. 7276, Fremont Bridge Structure Section of the Stadium Freeway in Multnomah County, was completed November 9, 1973.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before March 9, 1974.

Very truly yours,

L. H. Young
Office Engineer

VG:lsk

cc: Jess Jones
J. E. Chidsey

7276

5

STATE COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

November 20, 1973

G. L. Green, Division Engineer
Federal Highway Administration

NOTED
A. E. JOHNSON

L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

Request Contract Acceptance

Contract 7276, Work Completed November 9, 1973

Project Fremont Bridge Superstructure

Highway Stadium Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date

Conditions not acceptable:

See attached Inspection Report dated 11-27-73.

RECEIVED
[illegible] 1973

G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
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REFER TO
Constr.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Hall Hart
12-11-73

12-11-73
Constr.
cy Young

VG:lsk

cc: F. B. Klaboe
L. H. Young
V. Gallagher

OSHD (Klaboe)
OSHD (L.H. Young)

ENT OF TRANS ATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

eb/ch

REGION NO. 10	REPORT ON Fremont Bridge Superstructure	DIVISION Oregon
DATE OF INSPECTION 11/27/73	INSPECTION MADE BY R. W. Pillsbury, Struc. Engineer	PROJECT NO. I-405-8(17)303

IN COMPANY WITH
Messrs. Schell & Steinbrugge; Messrs. Hart, Hardt, Cunningham, Harwood, Bonney, OSHD

REMARKS

FREMONT BRIDGE SUPERSTRUCTURE

The purpose of the meeting was to determine if the project was ready for a final inspection. It was reported that the contractor is possibly going out of business and would like to be finished with the project even if it meant taking a penalty for the remaining work.

The project was opened to traffic November 15 and there remains only a small amount of work left to be done by the contractor. There are several other larger items of work, however, that will be done by the State. The largest of these is the installation of a safety rail along the outside of the tie girder behind the traffic rail along with access ladders between decks. The State also plans to do some work in an attempt to lessen cable vibration.

The contract work is mostly finish work. The large end piers have become streaked with rust stain, Pier 2W being the worst. The State feels that they can only hold this contractor responsible for the staining on his side. The staining on the other side of the pier is from the approach contract work which was satisfactory and acceptable. The FHWA position was that the pier was not acceptable and FHWA would participate in painting the other side and correcting the cause of the rusting provided it can be shown that this contractor is not responsible.

An inspection was made inside a tie girder. It was found to be very wet from rain pouring in splices, man holes, and cable slots. Final painting by the contractor was incomplete and poorly done. It will have to be redone and the sand and other debris will have to be cleaned up. Other minor discrepancies will have to be fixed.

Excluding the pier repainting, the State estimates 80 man days of work remaining or about $10,000 worth of work. It was decided that the retainage should be reduced and the contractor held responsible for the remaining work. The final inspection will be later.

Time charges were also brought up. The State requested our approval to stop charging liquidated damages as of the date of opening. The FHWA position was that the proposed action was not in conformance with the contract and that time would have to be charged to completion. Inasmuch as the remaining work is basically painting and the weather is wet, a stop work order will be issued from November 9.

FHWA was also questioned about approval of further time extensions. The reply was that any request for an extension after PA 14 for reasonable cause would be considered. It was further stated that the delay caused by a cracked plate in San Francisco would not be considered.

(more)

FORM PR-33 (REV. 8-70) EDITION OF 7-67 MAY BE USED

★ GPO: 1970 O-387-254

When the meeting broke up two of the contractor's staff dropped by the office and said the contractor will submit a large claim for damages and delay caused by the defective PP-3 repair plate found in San Francisco. It is the FHWA contention that the State is in no way liable for a defective plate.

#1276

11-20-73

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FOR
Info | | R/D | D/R | Sign | Act | File

OREGON Journal
Portland, Oregon

An Independent Newspaper

DONALD J. STERLING JR., Editor
EDWARD F. O'MEARA, Managing Editor
ROY J. BEADLE, Editor, Editorial Page

Be calm, be confident, be cheerful and do unto others as you would have them do unto you.

C.S. JACKSON, Founder

10 J TUESDAY, NOVEMBER 20, 1973 2 M

Advantages Of The Loop

The $82 million cost of the Fremont Bridge could not have been justified if it had been a simple east-west crossing of the Willamette.

But its utility is multiplied by the fact that it is the closing link in a freeway loop which promotes a better circulation of traffic with strategically placed entrances and exits.

It will take a while for commuters to learn the routing advantages it offers. Traffic so far has been extremely light.

Biggest gains in time and mileage saved will be for those driving from the north or east to the Northwest section or to the Beaverton area, and return.

The Highway Division expects the Fremont to provide relief for the Broadway, Morrison and Marquam bridges.

Another traffic pattern change will come next spring or summer when Harbor Drive is closed. While alterations to the west end of the Steel Bridge will permit the use of Front and 1st Avenues as a one-way couplet, it is expected that considerable traffic now using Harbor will be diverted to the Stadium Freeway and the Fremont Bridge.

We are in a period when changing times and changing attitudes are forcing a re-examination of freeways. We are looking at a future of greater reliance on mass transit and lessened emphasis on the private vehicle.

If today's climate had prevailed 10 years ago, the Fremont Bridge might not have been built. But the question of whether it should have been is academic. It is here.

In the long period between the exploration of traffic alternatives and their ultimate realization, we may well be thankful we have the completed freeway loop. It will be carrying a lot of traffic for as far as we can see ahead.

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A. E. JOHNSON

"22276 5

STATE COPY

OSHD (Hart) Coulter
Region
Wash DC
HNG-34 (Scheffey)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-19-73

INSPECTION REPORT

NOTED A. E. JOHNSON

NOTED H. S. COULTER ab

REGION NO. 10	REPORT ON Fremont Cable Vibrations	DIVISION Oregon
DATE OF INSPECTION 11-19-73	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. I-405-8(17)303

COPY SENT NOV [illegible] 1973 REGIONAL OFFICE

IN COMPANY WITH
Messrs. Hart, Beecroft, Chandler, Cunningham, OSHD; Messrs. [illegible] Scheffey, FHWA

REMARKS

FREMONT CABLE VIBRATION STUDY

Cable vibrations have been of considerable concern to the State and have been mentioned in previous reports. A meeting was set up between Mr. Scheffey and State officials on the above date to discuss/review the vibrations and determine the proper course of action to study the problem and install effective dampning spacers on the cables.

During the meeting it was decided that some dampners must be installed at every cable group in order to reduce the vibrations now being experienced. Scheffey felt that such a dampner would probably have to be hand tailored for this structure. However, the State has been reviewing a catalog dampner that incorperates a ring and bars to each individual cable with neoprene gaskets for dampning the vibrations. Cunningham will review this further. Scheffey felt that the dampner should be of a type that could be adapted with other items, such as weights, to control the movement. Items such as long sleeves filled with a plastic material along with possible cable ties from the upper part of the arch (across all cable intersections) were solutions that would be effective in controlling the vibrations. The project was reviewed in about a 10-mile an hour wind and some of the larger cables were vibrating appreciably with up to 6 or 7 nodes per cable length. The course of action outlined is as follows:

1. Study and order the dampners or spacers for all cables. The State should obtain a type of dampner that is flexible and can be altered if felt necessary.

2. The State should figure out several systems that are acceptable to them for dampning the vibrations and submit these systems to the Federal Highway Admin. for review and comments. FHWA will provide the measuring equipment and this will include the accelerometer and the recording equipment.

3. The study will then be set up and should be very short in duration, not over 3 to 6 months and a definite recommendation received from the alternates proposed for the resolution of the vibration problem.

Purchase of material such as dampners and cables can be accomplished under FPM 20-6.3 Category II type installation. Study personnel necessary for reviewing the data may be charged to engineering ($100,000 left as per Cunningham). Equipment, if any is necessary to purchase, must be bought through Highway Research funds or directly by State funds.

Attached to this report are cable tension measurements taken on July 17 and 18 and October 8 which show the variation in cable tension at the various panel points. This is basic data that will be necessary in analyzing the entire vibration problem.

Attachments:
W. J. Hart's transmittal letter of 9-13-73 w/ attachments
R. W. Ellison's transmittal letter of 10-29-73 w/ attachments

11-30-73
cy Const.

FORM PR-33 (REV. 8-70) EDITION OF 7-67 MAY BE USED ☆ GPO: 1970 0-387-254

7276

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OREGON STATE
HIGHWAY DIVISION

November 19, 1973

Gayle Gemmell, Administrator
Civil Rights Division
Bureau of Labor
State Office Building
1400 S.W. Fifth Avenue
Portland, Oregon 97201

Re: Fremont Bridge Section
Stadium Freeway
F.A. Proj. No. I-405-8(17)303
Contract No. 7276
Discrimination Complaint
W. Jackson vs. Klass Bros., Inc.

Attention: Maria Baragli

Dear Marie:

Enclosed are the EEO provisions included in the above contract as you requested by telephone November 15, 1973. The Equal Employment Opportunity special provisions set forth the minimum specific responsibilities established by the pink sheets.

If you have any additional questions, please contact me.

Very truly yours,

C. T. Keasey
Construction Engineer

By MDGlenn
M. D. Glenn
Construction EEO Engineer

RECEIVED
NOV 19 1973
Office of
Assistant State Highway Engineer

Enclosure

cc: H. S. Coulter ✓
Gene Hustley

NO
H.S.C.

7276

S

FORM 81-734-9081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Fremont Bridge	WEEK ENDING: 11-17-73 SECTION PREFIX 626-1013
	HIGHWAY Stadium Freeway	COUNTY Multnomah
NAME OF JOB Fremont Bridge	KIND OF WORK Steel Superstructure	
CONTRACTOR Murphy Pacific Enterprises	CONTRACT NUMBER 7276	FEDERAL AID PROJECT NUMBER I-405-8(17)303
DATE OF CONTRACT 7-3-69	DATE WORK STARTED 8-11-70	ESTIMATED COMPLETION DATE No. 73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 10 SUPERVISION: 3	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 1505	WORK DAYS USED CALENDAR DAYS USED 1570
PROJECT AUTHORIZATION: $29,357,902.30	SPECIFIED COMPLETION DATE 11-30-71	PERCENT OF TIME ELAPSED 104.3
EXCLUSIVE OF ENGINEERING: $28,047,816.72	ENGINEERING AUTHORIZATION $1,312,085.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $28,047,816.72	ENGINEERING COST TO DATE $1,191,896.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 117
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0%	PERCENT OF AUTHORIZATION 90.8	DATE PROJECT WAS COMPLETED: Nov. 9, 73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Paint equipment, Loader Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2529							
PERCENT	98							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Showers			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Showers			
SATURDAY	Rain			

RECEIVED Scofield 5
NOV 19 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	Opened bridge for People's Day.
MONDAY 12	Bridge Site: Installing sign lights. Painting misc. structural steel. Misc. pickup work. Installing hand rail.
TUESDAY 13	Bridge Site: Misc. pickup work. Wiring sign bridges. Painting.
WEDNESDAY 14	Bridge Site: Misc. pickup work. Shimming handrail on lower deck. Painting. Misc. electrical work.
THURSDAY 15	Bridge Site: Opened bridge to traffic. Cleaning off painting equipment. Shimming handrail on lower deck.
FRIDAY 16	Bridge Site: No Activity
SATURDAY 17	Bridge Site: No Activity

REMARKS Next Week

Painting
General Clean-up.

SIGNED R. O. Cunningham LOCATION Portland
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7276 11-15-73 s

s

#7276 #3

9

APB NIL 14 11-15-73 1-50 PM

ATTENTION ALL STATIONS

THE FREMOND BRIDGE IS NOW OPEN FOR TRAFFIC AS OF 1-45 THIS DATE.

A C HARWOOD
BD-59--.-⅜ 04.0¾4 03.S-.

RECEIVED
STATE HWY ENGR
NOV 15 73
REFER TO
FOR

11-12-73

NOTED
A. E. JOHNSON

Beauty and the bridge

It bothers us that the Fremont Bridge which opened Sunday in Portland cost about $82 million. We have a little trouble believing that there wasn't a cheaper way to get across the Willamette River.

There have been more expensive bridges in the world, but we know of none even close to that price in the Northwest. For example, the Astoria Bridge was the most expensive one ever built until the Fremont bridge came along. The spans at the mouth of the mighty Columbia cost $32 million.

The cost is the injury, but the insult is the appearance. And it isn't possible to excuse the ugliness of the Fremont bridge by saying that everybody goofs once in a while.

All of Portland's bridges — every one — are without grace or interest. Just go look at them. We just did. All the old ones obviously were built at low bid, with no pretensions, alas. But the Fremont is a proud engineering achievement, and obviously not an economy design.

But beauty in bridge design can be free. Why didn't anybody think of it?

Capital Journal
11-12-73

RECEIVED
STATE HWY ENGR
NOV 16 73
REFER TO
FOR
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NOTED
E. L. HARDT

NOTED
L.L. WALLACE

#1214

OREGON STATE
HIGHWAY DIVISION

November 9, 1973

Exxon Chemical Company
P. O. Box 101
Florham Park, N.J. 07932

NOTED
A. E. JOHNSON

Attention: J. F. Koehler

Gentlemen:

Fremont Bridge Inorganic Zinc Paint Failure

Part of our investigation of the failure of Rustban 193 inorganic zinc on the Fremont approaches in Portland was the submission to Mr. John Saroyan of a series of questions regarding this type of paint. This was done jointly by the Oregon State Highway Division and Canron the painters.

Attached you will find a copy of these questions together with Mr. Saroyan's answers. As discussed with you by phone today, we would like your technical people to review these answers, in particular those that deal with the effect of the Portland environment on the primer, and advise us of their comments. Your efforts in this regard will be appreciated.

Very truly yours,

C. T. Keasey
Construction Engineer

By ORIGINAL SIGNED
EDWARD L. HARDT
E. L. Hardt
Construction Field Engineer (Bridge)

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ELH:lb

cc: Jack Clough
A. E. Johnson ✓ (memo.)
Jack Sollis

cy Coulter
Bothman
Hart
Cunningham
11-13-73

E120

7816 S

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

[illegible]

DATE November 9, 1973

TO MEMO TO THE FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT MODEL CITIES AREA - FREMONT BRIDGE OPENING

There is considerable flack regarding the Fremont Bridge opening within the Model Cities neighborhood.

[illegible]

I assured them there would be no signing to the Fremont Bridge from the Model Cities area. This would include no signing to I-405, Fremont Bridge, or any other indication related to the Fremont Bridge from Union Avenue, Vancouver Avenue, Williams Avenue, Alberta, Killingsworth, or any of those streets in the Model Cities area.

The intent is not to install any signing which would draw traffic through the Model Cities area to the Fremont Bridge.

ar

cc H. S. Coulter
L. E. George
L. W. Rulien
D. L. Peterson

RECEIVED
NOV 13 1973
Office of
Assistant State Highway Engineer

7276

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 30, 1973

TO Mr. R. N. Bothman
Metropolitan Engineer

Attention Mr. A. C. Harwood

R.W. Ellison

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Fremont Bridge Superstructure
Contract 7276
Epoxy Paving Bond

The subject bond which was transmitted to us yesterday has been reviewed by our Legal Section and found to be unacceptable.

The portion entitled "Warranty" under Paragraph 2 refers to Contract 7276 as being entered into by the State and Adhesive Engineering Company. This contract is actually between the State and Murphy Pacific.

The "Contract Bond (short form)" indicates that the Insurance Company of North America will "make good and reimburse to the above-named obligee loss and damage which said obligee may sustain by reason of failure or default . . ." The body of the bond indicates the obligee to be Murphy Pacific Enterprises. The bond should indicate the losses will be reimbursed to the Oregon State Highway Division.

The "Supplemental Performance Bond" indicates that "the principle herein has, on or about the 20th day of November, 1969 made and entered into a certain agreement with the State of Oregon, by and through its State Highway Commission, which agreement is more fully described as Fremont Bridge Superstructure, Contract 7276 . . ." The principle is named as Adhesive Engineering Company. Again, the Highway Commission has no such agreement with Adhesive Engineering. The only contractual arrangement made by the State Highway Commission on this project is with Murphy Pacific Enterprises. The bond documents should reflect that contract.

RWE/ag
cc A. E. Johnson
E. S. Hunter
R. O. Cunningham
L. H. Young
J. Sollis

RECEIVED
NOV 2 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

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FOR
Info Inves R/D D/R Sign File

7276. 5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 25, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge Superstructure
Contract 7276
Retainage

On the next progress estimate date (Nov. 5) work on the subject project will have progressed to the point where the retainage can be reduced to less than 5% of the contract amount which is currently being retained. Reduction to twice the amount of work remaining, plus anticipated liquidated damages, would result in the following:

Work remaining to be done	$ 230,000
Anticipated liquidated damages (Sept. 6 thru Nov. 15) 68 days @ $1,500	102,000
Reduced retainage 2 ($230,000) + $102,000	562,000

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REFER TO
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Amount of reduction in retainage:

Current retainage (5% of contract amount)	$1,091,600
Reduced retainage (from above)	562,000
Amount of reduction (To be included in Nov. 5 payment to contractor.)	$ 529,600

NOTED
H.S.COULTER

Mr. A. E. Johnson
-2-
October 25, 1973

Your approval to use the reduced retainage and pay the contractor the amount of reduction on the November 5 estimate is requested.

RWE:dh

cc E. S. Hunter
L. H. Young
C. T. Keasey
R. N. Bothman
R. O. Cunningham

APPROVED
AE Johnson
Acting ~~[illegible]~~ STATE HIGHWAY ENGINEER
Date Oct 29 1973

approved cys to: Coulter
Keasey
Haak
Bothman
Skoog
Cunningham
10-29-73

7276

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 24, 1973

TO Mr. H. S. Coulter
Assistant State Highway Engineer

FROM

R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

SUBJECT Fremont Bridge Superstructure
Contract 7276
Electric Service Outlets

Your note of October 22, 1973 requested comments on the proposal to provice electrical power outlets on the Fremont Bridge so that it will be available for strain measurements in suspender cables, future inspection of structural members by Cunningham's crew and for miscellaneous maintenance work.

I have discussed John Jenkins' needs for a controlled frequency power source with our Radio Engineer, Chuck Johnson. He believes this can be accomplished by feeding the output from a portable generator into a regulated power supply and using the output from the supply to operate the test equipment. The Radio Section has a generator and regulated power supply which could possibly be used. John Jenkins is checking on this equipment's suitability.

Bob Cunningham tells me that light for his inspections inside the bridge members can be supplied from a small portable generator which would cost approximately $400. Long extension cords would provide flexibility of lighting. He will need the facility for a period of approximately one year.

I understand that maintenance forces will be installing a handrail on the structure after it is open to traffic. It appears that the power required to drill holes, et cetera, can be furnished by a portable generator which they probably have on hand.

Argument against portable generators is that they will be parked on the bridge in the shoulder lane. In the case of John Jenkins' operation and the maintenance work, other vehicles will be required on the structure

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OCT 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

and a generator in tow behind will present little additional traffic hazard. Bob Cunningham advises that his work can be accomplished with a generator which can be carried by two men. It would be placed behind the parapet rail and present no traffic hazard.

If Jenkins finds he can use a regulated power supply, it appears that the proposed $12,000 expenditure for a power circuit can be reduced to a few hundred dollars for a small portable generator and extension cords for Cunningham.

An additional factor concerning this matter is the apparent difficulty with a power source for the proposed motorist aid system for the structure. If a separate power source is required for the system, consideration should be given to expanding it to include the needs of Jenkins, Cunningham and Maintenance.

RWE:dh

cc E. S. Hunter

5

#7276

Salem, Oregon 97310

October 18, 1973

H. S. Coulter
Assistant State Highway Engineer

John C. Jenkins
Materials Engineer

RECEIVED
OCT 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Power on Fremont Bridge

We have been asked by the Bridge Section to instrument several portions of the Fremont Main Span. This involves the application of resistance strain gages in some cases to determine stress and in other cases the measurement of vibrations in the suspender strands to determine stress in these members. These measurements would be recorded on tape as a plot of the measured property against time.

As soon as the contractor moves out and the structure is opened to traffic, there will be no accessible 120 volt 60 cycle power on the structure. We have taken portable generators onto the structure as a power source, but the frequency of such sources is uncontrolled and could be detrimental to obtaining a constant time base for the recordings. The generator may also be a traffic obstruction, if it is parked in a pickup or trailer on the roadway.

I talked to Bob Cunningham about the possibility of placing 120 volt commercial power outlets on the structure. Bob says the navigation light circuits are not heavy enough to handle the possible load that might be applied to them. A transformer could be plugged into the roadway lighting circuits, if outlets were provided, but the lighting circuits would not normally be energized at the time their use was required. There is enough room in the switch panel and in the conduits to run a 120 volt line down each side of the structure and the cost would be only $12,000 approximately.

It would be my recommendation that 120 volt circuits be installed on each side of the structure with six outlets, three on either side, located at panel points 10, 24 and 10^1. This would permit access to any part of the structure with a 400 feet extension.

The power supplied would be used by us, by Cunningham's men during inspections over the coming year (a 100 watt trouble light is a much better source of illumination inside the box girders than a flash light) and by maintenance crews for numerous purposes over the coming years.

JGJ:lj
cc: E. S. Hunter
W. J. Hart
R. N. Bethman
R. O. Cunningham

7276

5

Salem, Oregon 97310

October 18, 1973

Walter J. Hart
Bridge Engineer

John C. Jenkins
Materials Engineer

Test Equipment
Fremont Bridge
Contract 7275

Subsequent to my memo of October 10, 1973, in discussions with Messrs. Teeter and Kamidola, it was pointed out that long duration strain gage recordings would be desirable. The basic recorder suggested has as its slowest chart speed 1 mm/sec. At this speed a record of eight hour duration would use 29 meters (87 feet) of tape. This kind of use would be wasteful for the type of record being sought. I would therefore suggest that the recorder be obtained with options 11 and 13, which would provide a minimum chart speed of 1 mm/min., and would use only 0.5 meters (18 inches) for an eight-hour record, and an accompanying one-minute marker. The added cost would be $150 for the slower chart speed and $34 for the marker. The recorder would still retain its high speed capabilities.

Also, the LVDT used with the present antique recording equipment is something of an antique itself. It is not known whether the response from the device is still linear. It is therefore recommended that a new LVDT be purchased. We suggest Columbia Research Catalog No. DS 500 with spring loading. Range is ± 0.5" with a sensitivity of 1.5 MV per 0.001 inch per IV input. This LVDT is available from Topp Engineering Sales Corp. at a cost of $181.50. It is intended to be used with the H-P carrier amplifier 8805A.

JCJ:lj
cc H. S. Coulter
C. T. Keasey
R. N. Bothman
R. O. Cunningham

RECEIVED
OCT 19 1973
Office of
Assistant State Highway Engineer

7276

5

October 18, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Request for Time Extension
Fremont Bridge Section
Contract No. 7276

Murphy Pacific Enterprises, contractor on this project, has made a request for a 67-day extension of time citing hazardous working days because of weather conditions. The contract was awarded July 3, 1969, and allotted 860 calendar days, which forecasted a completion date of November 30, 1971. The contractor has been previously granted three time extensions totalling 593 days due to delays to the project beyond his control. These extensions allowed him until July 15, 1973 to complete the project without the assessment of liquidated damages, which accrue at the rate of $1,500 per day.

The hazardous working days cited by the contractor justify an an extension of 52 days. I have therefore granted a 52-day extension of time on this project, which extends the completion date to September 5, 1973.

This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration. We anticipate there will be further consideration of formal time extension. The project completion is expected next month.

This matter will be on the agenda for your concurrence at the October 24 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
H. S. Coulter
V. E. Skoog
C. T. [illegible]asey
R. N. [illegible]thman
V. L. Gallagher
Gary Sund

Bob Whipps

JAB:fw dpy

7276

5

October 18, 1973

Murphy Pacific Enterprises
4300 Eastshore Highway
Emeryville, CA 94608

Gentlemen:

We have reviewed your request for a 67-day extension of the contract time on Contract No. 7276 for work on the Fremont Bridge Section of the Stadium Freeway in Multnomah County because of the hazardous working conditions resulting from weather.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 52 days is granted which will reduce the time liquidated damages on this project.

Very truly yours,

A. E. Johnson
Acting State Highway Engineer

cc: C. W. Head
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
R. N. Bothman
R. O. Cunningham
V. L. Gallagher

JAB:fw dpy

ok

FORM 2-50, (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1973

SUBJECT: Fremont Bridge
Contract No. 7276
Contract Time

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

FHWA has concurred in only a 52-day additional time extension and for only the hazardous working days reason. This was really the only reason that the contractor offered on this request when he asked for an additional 67 days. The 52 days on this reason was all that we could document, but we went a step further in our request to FHWA and tried to secure their approval in additional time relating back to Price Agreement No. 14, which was the subject of an earlier extension.

I believe our best procedure now would to be merely follow on through with the 52-day extension which we have cleared with FHWA. This is almost 78 percent of the time the contractor asked for on this reason, so our response would be fairly reasonable. This 52 days would extend the time to September 5, 1973.

I understand the contractor is preparing another request for extension. There are some significant late added orders which surely justify further time on some new reasons not previously considered at all.

In the meantime, the daily liquidated damages are still being waived on the progress estimates. Rough draft letters to the contractor and the Commission in accordance with the above recommendation are attached.

RECEIVED
OCT 12 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 20, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's September 14, 1973 memorandum requests our concurrence in a 124-day time extension for this project. We have reviewed this request and agree that some additional time is warranted.

Items 1 and 5 of Mr. Coulter's tabulation grant 27 days because they were supported in Price Agreement 14. The fact remains that PA 14 granted a 593-day extension of time and it was agreed to by all parties. We do not concur in any time extension beyond that established in PA 14.

Item 2 supports a 52-day time extension because of hazardous conditions. The support data for PA 14 shows a 10-day allowance for rain in December 1972, but as noted in the attachment to Mr. Coulter's memorandum the allowance was more realistically for the holiday season. As noted in Mr. Coulter's memorandum hazardous days are a basis for a time extension and we concur in a 52-day time extension for that reason.

Item 3 is a grant of time to reflect the difference in time between when PA 14 expected the center span lift and when it was actually accomplished. As stated above, PA 14 established a time extension and was agreed by all parties. The contractor, in effect, said he could lift the center span by January 1973. He was in error and a large part of the delay was caused by fabrication problems which were the fault of the contractor. We, therefore, can not concur in a time extension for this item.

Item 4 is now irrelevant.

In summary we concur in a 52-day time extension for hazardous working days.

For G. L. Green

10-16-73
cy Brod [illegible]

9-25-73
cy Coulter

RECEIVED
SEP 26 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 25 73
REFER TO
Coulter
FOR
Info | [illegible] | D/D | D/R | Sign | Act | File

Cy all

FORM [illegible] (REV. 10-[illegible])

RECEIVED
SEP 13 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1973

NOTED
H. S. COULTER

SUBJECT: Time Extension Request
Fremont Bridge Superstructure
Contract No. 7276

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Attached is a request by the contractor for an extension of 67 calendar days to complete the subject project. The contractor, Murphy Pacific Enterprises, has cited delays to completion of the work caused by hazardous working conditions.

The contract was awarded July 3, 1969 and allotted 860 calendar days, which forecast a completion date of November 30, 1971. The contractor has been previously granted three time extensions totalling 593 days due to delays to the project beyond the contractor's control. These extensions allowed the contractor until July 15, 1973 to complete the project without the assessment of liquidated damages (see attached color coded chart).

The Resident Engineer's office has recorded 52 days when, in their opinion, inclement weather made working conditions unsafe as interpreted from the following pertinent contract and federal documents:

1. Standard Specifications for Highway Construction, 1964, Section 8-6, Temporary Suspension of Work

   "...The engineer shall have the authority to suspend the work wholly or in part by written order, for such period as he may deem necessary due to unsuitable weather, to conditions considered unfavorable for the prosecution of the work...."

2. Required Contract Provisions, All Federal-aid Construction Contracts, Form PR-1273, U.S. Department of Transportation, Federal Highway Administration, Section VIII. SAFETY: ACCIDENT PREVENTION

   "...In the performance of this contract, the contractor shall comply with all applicable federal, state and local laws governing safety, health and sanitation. The contractor shall provide all safeguards,

> safety devices, and protective equipment and take any other needed actions reasonably necessary to protect the life and health of employees on the job..."

3. Safety and Health Regulations for Construction, Department of Labor, TITLE 29-Labor, Part 1518.20

> "...no contractor or subcontractor for any part of the contract work shall require any laborer or mechanic employed in the performance of the contract work in surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety..."

Although the affected date of this provision is for contracts advertised on or after August 27, 1971, it is felt the provisions apply to the above project by virtue of Part 1910 shown below:

4. Occupational Safety and Health Standards, Department of Labor, Title 29-Labor, Part 1910

> "...For example, whenever a standard promulgated under the Contract Work Hours and Safety Standards Act and contained in 29 CFR Part 1518 is applicable to an employment and places of employment by virtue of the performance of a construction contract on a date before August 27, 1971, the corresponding standard prescribed in Part 1910.12 of new Part 1910 shall also become effective on the same date with respect to such employment and places of employment. However, this effective date provision shall not be deemed to relieve any employer of any duty under Section 5(a)(1) of the Act to furnish to each of his employees employment and a place of employment which are free from recognized hazards that are causing or likely to cause death or serious physical harm to his employees..."

A calendar day count for completion of the contract on this unique type structure whereby everyday is charged regardless of the unusual hazards involved may conflict with the above. The contractor was previously granted an extension of six days (included in the first extension) based on the requirements of these regulations. A 52-day (additional) extension of time should be granted due to unsafe weather conditions.

The State has previously estimated delays to the project that were beyond the contractor's control as totaling 620 days, a copy of which is attached. This estimate was made while negotiating Price Agreement No. 14 and was in support of a time increase allowed in the agreement. The intent of the increase in contract time was to provide an extension in time equal to the delays involved. It was anticipated that the project would be completed by July 15, 1973 and, as the 620 days of delay was only an estimate, a 593-day extension was granted which extended the contract time to that date. A provision for this additional time was included in Price Agreement No. 14 so that the contractor had assurance that no liquidated damages would be assessed prior to the anticipated completion date.

The July 15, 1973 anticipated completion date has since been proven to be overly optimistic and the extension granted should be re-evaluated based on the actual delay encountered.

The 620 days delay was based on the assumption that the contractor would be able to float in the center span on January 2, 1973. Although the contractor pursued the work diligently, the actual float-in date was March 14, 71 days later than had been anticipated. Part of this additional 71 days of delay was probably due to the hazardous work days mentioned above. The January 2 float-in date was based on a CPM diagram dated April 20, 1972. Twenty-six of the days determined to be hazardous occurred between April 20, 1972 and the actual date of the float-in.

A recapitulation of the project delays and the extension granted are as follows:

1. Total delay to the project as estimated at the time P.A. 14 was negotiated		620 days
2. Hazardous working conditions not considered in the 620-day estimate		+ 52 days
3. Correction to the 620-day estimate. (Additional delay due to girder fracture)		+ 71 days
4. Days included in both 2 and 3 above		- 26 days
5. Extension of time previously granted		-593 days
Additional delay time	=	124 days

Based on the above, the contractor could be granted 124 additional calendar days in which to complete the contract work. This would forecast a completion date of November 16, 1973. Liquidated damages accrue at the rate of $1,500 per day, but, by administrative directive, currently are not being assessed pending action on the subject time extension request.

This is a Federal-aid Interstate project and the extension of time will require the approval of the Federal Highway Administration. The analysis of delays which previously estimated the total delay as 620 days and the FHWA's December 20, 1972 reply is attached as well as rough draft letter to FHWA. This has been reviewed by Bridge Design. I suggest the letter to FHWA be reviewed again by Al Johnson.

Discussed w/ AEJ 9-14-73
Decided to submit request
to FHWA HSC

WR JAB:fw
Enc.
cc V. L. Gallagher

F—330 (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 12, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 1453 days to 1520 days, within which to complete our Contract No. 7276, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to Attached.

Respectfully submitted,

Murphy Pacific Enterprises
Contractor

By Jay P. Murphy, Project Sponsor

CONSENT OF SURETY

Date JULY 12, 1973

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

P.W. Johnston
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7276 Contractor Murphy Pacific Enterprises

Highway Stadium Freeway

Section Fremont Bridge Superstructure

Kind of Work Steel Superstructure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 52 additional days extension for additional hazardous working days.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 7276

Project designation Fed. I-405-8(17)303
State-Federal

Date awarded 7-3-69

Work started 8-11-70

Per cent completed 92.2% on 7-5-73
Date

No. of Workdays Allowed 1453

No. of Workdays Used 1443 on 7-5-73

No. of Added Workdays Requested 67

State Printing 37080

MURPHY PACIFIC ENTERPRISES
4300 EASTSHORE HIGHWAY • EMERYVILLE, CALIFORNIA

RECEIVED
JUL 17 1973
Resident Bridge Engineer

July 16, 1973

Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Or. 97213

Attention: Mr. R. O. Cunningham
Resident Engineer.

Gentlemen:

re: Fremont Bridge Contract 7276
Time Adjustment.

In accordance to Article 8 - 8 of the Standard Specifications we are respectfully requesting an increase of 67 calander days to our contract days.

According to our records on the dates listed below we either suspended work on the project or we could not start at all because of hazardous weather conditions.

These unsafe working condition days are in addition to those we have previously requested.

1971 9 days

April 9, 16, 17.
Sept. 25 & 29.
Oct. 19.
Nov. 23.
Dec. 23 & 29

1972 47 days

Jan. 11,20,26,27,28.
Feb. 14.
Mar. 1 & 22.
Apr. 5,6,7,12,24 & 28
May. 16
Jun. 14.
Sept. 18,19,20,21,22 & 23.
Oct. 9,20 & 26
Nov. 1,3,5,6,7,8,9,21,28 & 29
Dec. 5,6,7,8,9,10,11,12,13,14,15,16.

1973 thru June 11 days

Jan. 7,8,9,& 11.
Feb. 26
Apr. 15,16, & 18
May 23 & 24
Jun. 22

Submitted herewith also is an executed form " Contractors Request for Increase in Number of Work days", with concent of surety, your review and approval is requested.

Very Truly Yours,

Algo J. Tokola

Algo J. Tokola
Project Manager
Fremont Bridge
Portland, Oregon

AJT/aj

cc: Jay Murphy
Albert A. Kostelic

✓

#7276

October 17, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Your Reference 10-35.71

Your response to the recent request for a time extension on the subject project concurred only in an additional 52-day extension for the hazardous working conditions reason. We will advise the contractor that the contract time has been extended accordingly, establishing a new completion date requirement of September 5, 1973.

We do not completely agree with your conclusion. We anticipate approaching the matter of an additional extension through another request. Added change orders, particularly the more recent ones, probably justify significant contract time extension not discussed previously. We expect another request from the contractor and when available we will share our analysis with you.

HSC:ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. J. Hart
R. N. Bothman

7276

October 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 11

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The order covers removal of gates, barriers, sign covers, etc., as required to open the east side approach to traffic. The Ivy Street exit will be closed when the superstructure is opened to traffic. In addition, various sign legends will be revised as requested by your office. State forces will perform this work since the contractor refuses to take on or perform any additional work due to the overrun in contract time. It is in the public's interest for State forces to perform this work in order to facilitate opening of the structure.

The estimated total cost of work to be done under this order is $12,000 with Federal participation of $10,800. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 3, 1973.

Your approval as of October 3, 1973 is requested.

Attach.
JK:js

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

October 10, 1973

Mr. Jay Murphy
Murphy Pacific Corp.
4300 Eastshore Hwy.
Emeryville, CA.

Reference: Paving of Fremont Avenue Bridge
Contract #7276 - Sub-Contract #69-FR-2

We feel obliged to call to your attention the fact that the removal of pavement in some two hundred and eight (208) locations for purposes of repairs or modifications of the steel deck, constitutes a substantial departure from the conditions upon which Adhesive Engineering Company contracted to provide surfacing for which it was responsible to guarantee.

While we do not anticipate that the patches required to restore surfacing will be less than satisfactory, or that any kind of failure will be induced as a result of cutting the holes, you are hereby advised that such change of condition is not covered by our obligation to guarantee surfacing.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

RW Gaul

R. W. Gaul
President

RWG:mjf

RECEIVED
OCT 16 1973
Resident Bridge Engineer

cc: WALT HART
R.N. BOTHMAN

7276

Salem, Oregon 97310

NOTED
H. S. COULTER

October 10, 1973

Walter J. Hart
Bridge Engineer

John C. Jenkins
Materials Engineer

RECEIVED
OCT 11 1973
Office of
Assistant State Highway Engineer

Test Equipment
Fremont Bridge
Contract 7276

The Materials Laboratory has been requested to perform deflection and strain testing on portions of the Fremont Bridge. For this work, a recorder (oscillograph) and associated signal conditioning and amplifying equipment is required. The equipment presently available in the lab was not new when it was purchased a number of years ago; it is now in need of replacement because of wear in the recorder drive gears, erratic adjustment in the amplifier gain, etc.

One of the functions of the apparatus would be to determine the stress in the suspender strands by measuring the frequency of traveling waves. Several cycles are recorded on the chart, using one or two linear variable differential transformers (LVDT) for strand displacement input, and measuring the distance (time) between cycles. The chart drive in the present recorder may not function, or may function at a variable speed, possibly distorting the frequency output.

There has been some question as to the ability to satisfactorily make measurements of traveling wave frequencies with vibration dampeners in place. Measurements were recently made with the present apparatus on one pair of dampened strands as compared with one pair of undampened strands. No difference in the frequency was determined which was attributable to the dampening. From this we conclude that satisfactory measurements may be made even after dampeners are installed on all strands.

Another function of the apparatus would be to determine the effect of dynamic loading by measuring the variation in strain at a given point with the passage of a design load. The stress at Panel Points 3, 10, and 14 are of particular interest.

The output of two strain gages would be conditioned and recorded for a visible plot of stress changes at two points simultaneously.

The equipment proposed is manufactured by Hewlett-Packard and consists of the following:

Model 7402B 2-Channel Thermal Recorder 115/230V, 60 Hz for rack mounting	$2,050
Model 7762-14A Case and Cover, Option 02	195
Two Type 8805A Preamplifiers for use with strain gage and LVDT systems @$425	850
	$3,095

The cost of the equipment would be charged to the project engineering, 626-1012 900. Estimated delivery would be nine weeks.

Authorization to purchase is requested.

JCH:lj

cc: H. S. Conner
C. T. Keasey
R. N. Rothman
R. O. Cunningham

1376 — Klabel

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N.E. Glisan Portland, Oregon 97213 Phone: 229-6971

October 8, 1973

MAYOR NEIL GOLDSCHMIDT
Mayor's Office
1220 S.W. 5th Avenue
Portland, Oregon 97204

NOTED
E. S. HUNTER

#1376

Construction of the Fremont Bridge has progressed to the point that it is possible to set November 15 as the tentative opening date for traffic, both eastbound and westbound.

[illegible]

Although recognizing the conflict of opinions between the Model Cities neighborhood who question the opening of the Ivy Street ramps and the Emanuel Hospital who have declared the opening of the ramps necessary to the operation of their facility, present agreements between the State Highway Division and the City of Portland dictate opening of the Ivy Street ramps in conjunction with the Fremont Bridge. The agreement and subsequent supplemental agreements call for the City to accomplish several things in the way of enacting ordinances to designate one way streets in order to develop a connection from the bridge to Williams and Vancouver Avenues. These agreements call for the use of Ivy and Fremont to connect the Fremont Bridge to Vancouver and Williams Avenues with the actual connections the responsibility of the City of Portland.

In the event that the City options to proceed other than as outlined in the existing agreements, a request should be submitted expeditiously in order that necessary steps can be made due to the opening date November 15.

Robert N. Bothman

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

NOTED
A. E. JOHNSON

NOTED
H. S. COULTER

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR

OCT 9 '73

REFER TO
Hunter - Schroeder - Coulter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

RECEIVED
OCT 15 1973
Office of
Assistant State Highway Engineer

RECEIVED
OCT 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1973
Office of
Assistant State Highway Engineer

7276

5

October 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 12

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This order covers the cost of permanent striping and the placement of traffic buttons on the super structure before opening to traffic. This work was not included as part of the contract work, and due to the relative small amount which the contractor is not equipped to perform, it is in the public interest to have the work performed by State Forces. It is anticipated that the traffic buttons will be installed by the firm which is performing this type of work for the State Maintenance.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $5,000.00 with Federal participation in the amount of $4,500.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 3, 1973.

Your approval as of October 3, 1973 is requested.

Attach.
BMW:js

7276

5

September 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, Extra Work Order No. 16

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This Order covers the cost to modify the orthotropic deck in the area of the deck lifting lugs to reduce the stress riser effect caused by the lifting lug welds. This work is necessary to prevent the possibility of defects in the lug welds progressing into parent metal.

Copies of the Engineer's letter of explanation and of the sketch showing the proposed work are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Division Bridge Engineer on September 7, 1973.

Your approval as of September 7, 1973 is requested.

Attach.
BMW:pr

7276

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 14, 1973

TO Memo to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge Superstructure
Contract 7276
Deck Lifting Lug Revision

NOTED
E. S. HUNTER

Lou Silano of PBQ&D called Walt Hart and me today relative to the status of corrective work necessary to reshape the slots through the orthotropic deck plates which were required for the installation of the contractor's lifting lugs. He had previously suggested that the ends of the slots be rounded or "bull-nosed" by drilling a hole approximately 1 3/8" in diameter at each end of the slot and fairing into the corner of the slot as necessary to form a smooth transition into the "bull nose". The fillet welds along the long side of the lugs would also need tapering at the drilled hole.

He was pleased to hear that Herb Schell of FHWA had also suggested this procedure, that we concurred with it, and that we have informed the contractor to proceed with corrective measures on that basis.

RWE:dh

cc A. E. Johnson
E. S. Hunter
L. G. Silano, PBQ&D
H. A. Schell
J. E. Backstrand
J. H. Wood

RECEIVED
SEP 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

September 14, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Fremont Bridge Superstructure
Contract No. 7276
Oregon Project I-405-8(17)303

Murphy Pacific Enterprises has requested a 67-day time extension because of delays to completion of the work caused by hazardous working conditions.

The contract was awarded July 3, 1969 and allotted 860 calendar days, which forecast a completion date of November 30, 1971. The contractor has been previously granted three time extensions totaling 593 days because of delays to the project beyond the contractor's control. These extensions allowed the contractor until July 15, 1973 to complete the project without assessment of liquidated damages (see attached color coded chart).

The Resident Engineer's office has recorded 52 days when, in their opinion, inclement weather made working conditions unsafe as interpreted from the following pertinent contract and federal documents:

1. Standard Specifications for Highway Construction, 1964, Section 8-6, Temporary Suspension of Work

   ". . . The engineer shall have the authority to suspend the work wholly or in part by written order, for such period as he may deem necessary due to unsuitable weather, to conditions considered unfavorable for the prosecution of the work...."

2. Required Contract Provisions, All Federal-Aid Construction Contracts, Form PR-1273, Federal Highway Administration, Section VIII. Safety: Accident Prevention

> ". . . In the performance of this contract, the contractor shall comply with all applicable federal, state and local laws governing safety, health and sanitation. The contractor shall provide all safeguards, safety devices, and protective equipment and take any other needed actions reasonably necessary to protect the life and health of employees on the job...."

3. Safety and Health Regulations for Construction, Department of Labor, Title 29-Labor, Part 1518.20

> "...no contractor or subcontractor for any part of the contract work shall require any laborer or mechanic employed in the performance of the contract work in surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety...."

Although the affected date of this provisions is for contracts advertised on or after August 27, 1971, it is felt the provisions apply to the above project by virtue of Part 1910 shown below:

4. Occupational Safety and Health Standards, Department of Labor, Title 29-Labor, Part 1910

> ". . . For example, whenever a standard promulgated under the Contract Work Hours and Safety Standards Act and contained in 29 CFR Part 1518 is applicable to an employment and places of employment by virtue of the performance of a construction contract on a date before August 27, 1971, the corresponding standard prescribed in Part 1910.12 of new Part 1910 shall also become effective on the same date with respect to such employment and places of employment. However, this effective date provision shall not be deemed to relieve any employer of any duty under Section 5(a)(1) of the Act to furnish to each of his employees employment and a place of employment which are free from recognized hazards that are causing or likely to cause death or serious physical harm to his employees..."

A calendar day count for completion of the contract on this unique type structure, where every day is charged regardless of the unusual hazards involved, may conflict with the above. The contractor was previously granted an extension of six days (included in the first extension) based on the requirements of these regulations. An additional 52-day extension is recommended due to unsafe weather conditions.

The State has previously estimated delays to the project that were beyond the contractor's control as totaling 620 days (copy attached). This estimate was made while negotiating Price Agreement No. 14 and was in support of a time increase allowed in the agreement. The intent of the increase in contract time was to provide an extension in time equal to the delays involved. It was then anticipated that the project would be completed by July 15, 1973. A total of 593 days' participating extension was granted (in three increments) which extended the contract time to that date. A provision for this additional time was included in Price Agreement No. 14 so the contractor had assurance that no liquidated damages would be assessed prior to the anticipated completion date.

The July 15, 1973 anticipated completion date has since been proven to be optimistic and the extensions granted should be reevaluated based upon the actual delay encountered.

The 620-day delay was based on the assumption that the contractor would be able to float in the center span on January 2, 1973. Although the contractor pursued the work diligently, the actual float-in date was March 14, 71 days later than had been anticipated. Part of this additional 71-day delay was probably due to the hazardous work days mentioned above. The January 2 float-in date was based on a CPM diagram dated April 20, 1972. Twenty-six of the days determined to be hazardous occurred between April 20, 1972 and the actual date of the float-in.

A recapitulation of the project delays and the extensions granted are:

1. Total delay to the project as estimated at the time P.A. 14 was negotiated . . . . 620 days

2. Hazardous working conditions not considered in the 620-day estimate . . . . . . + 52 days

3. Correction to the 620-day estimate (additional delay due to girder fracture) . . . + 71 days

4. Days included in both 2 and 3 above . . . . − 26 days

5. Extension of time previously granted . . . . −593 days

= 124 days

Based on the above, the contractor could be granted 124 additional calendar days in which to complete the contract work. This would forecast a completion date of November 16, 1973. Liquidated damages accrue at the rate of $1,500 per day, but by administrative directive, currently are not being assessed pending action on this request.

Your concurrence is requested in an additional 124-day extension.

Att.

JAB:WR:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. J. Hart
R. N. Bothman
V. L. Gallagher

INCREASE OF CONTRACT TIME

Price Agreement No. 4 includes an extension of contract time from 860 calendar days originally specified to 1453 calendar days. This is an increase of 593 calendar days which extends the contract time to the presently anticipated completion date of July 15, 1973. Because of delays caused by three fractures involving machined junction pieces which are a part of the connection between the tie girder and arch rib and other delays encountered at various times, the contractor is entitled to additional contract time.

The following analysis covers delays which were beyond the control of the contractor and which caused interruptions which required project rescheduling and resequencing:

A. Prior time extensions.

Two separate previous time extensions total 109 days.

Federal Highway Administration letter of January 17, 1972, allows a thirty-one calendar day extension covering miscellaneous delays. Federal Highway Administration letter of February 14, 1972, allows a seventy-eight calendar day extension covering time required for the contractor to locate a foundry capable of making the castings. This delay resulted from a revision in the specification for the quality of the castings. In effect, this revision changed the castings from bridge quality to x-ray quality and greatly limited the number of foundries capable of producing same. The change, in form of a letter of addendum to prospective bidders was received by bidders six days prior to the bid opening date of June 26, 1969. Because of the late date and significance of the change the contractor was allowed seventy-eight extra days to locate a capable foundry.

Previous time extensions total 109 days.

B. Girder fracture revisions

As a result of the fracture of the left tie girder in the west back span (Panel Point 3) during erection, the contractor suffered delay and was required to revise his construction schedule and sequence of operations. The over-all effect of this is to delay completion and opening of the structure to public use. The girder fracture occurred on October 28, 1971, and it is estimated that the girder will be repaired and restored by early January, 1973. In other words a period in excess of 14 months is required to restore the west backspan to the condition existing just prior to the crack. During the period the contractor did not quit working but revised his schedule and sequencing to allow continued construction wherever possible. This continued production had an offsetting effect on the total delay time and resulted in a shorter overall delay period. The best method of determining the extent of the actual delay caused by the fracture and necessary revision work is by pinpointing the date on which float-in of the main span could have been started if the break had not occurred and when it will actually begin because of the delay. The difference is the realistic time extension to which the contractor is entitled.

The contractor's progress schedule, dated 8/18/71 (prior to the fracture) indicates that float-in of the center span would have begun April 15, 1972. (See attached) The contractor's CPM diagram dated 4/20/72 (after the fracture) indicates float-in would begin about December 26 with jack-up starting right after the first of the year (see attached). Because of the weather hazards, the holiday season and the importance of this phase of construction, it is more realistic to believe the float-in will begin January 2, 1973, with jack-up and connection following as continual sequential stages of a highly technical process without a holiday in between.

The period April 15, 1972, through January 2, 1973, is a period of 262 calendar days. This represents the delay period for which the contractor is entitled to an extension of contract time.

Contractor delayed 262 days.

C. Foundry production.

This delay resulted from casting problems encountered by the foundry which poured the castings and is in addition to the previously approved time extension covering delays in locating a foundry capable of performing the work.

The foundry experienced considerable difficulty in the production of acceptable castings. Eight castings were rejected because of core shifts (3) and cracked castings (5). The core shifts were caused by excessive force applied to the cores by the molten metal. This required a design change to allow use of steel inserts and cored holes in the walls of the castings in order to prevent further shifting and a redesign of the center plate to prevent continued cracking. Normally when large multiple castings are required preliminary individual castings are made for evaluation of procedures. Because of the delay in locating a foundry to do the work and the tight delivery requirements initial single pilot castings were not possible. This resulted in multiple rejection of faulty castings since problems with the first piece poured were not known until after subsequent pieces were poured. All pieces suffered from similar problems. Eventually the technical problems were solved and satisfactory castings produced.

Considering the doctrine of impossibility set forth in the legal opinion by Chief Counsel, L. I. Lindas, in his letter of December 17, 1971, the contractor is entitled to additional time because of the problems associated with foundry production of the castings. The effect of overlapping multiple rejections and the offsetting effects of continuing work in other areas of the project make determination of the exact delay time very difficult. Engineering judgment indicates that a reasonable extension which would encompass all circumstances would be the period from the date of pouring the first casting to the date of pouring a satisfactory replacement for this first casting.

The attached chronological history of casting indicates that the first shoe (top piece #1) was cast 1/23/70 and its acceptable replacement (top piece #7) was cast 4/24/70 or 91 days later. This represents the reasonable delay period for which the contractor is entitled an extension of contract time.

Contractor delayed 91 days.

Note:

Granting a time extension based on a delay in foundry production could normally lead to a claim from the contractor for additional production costs. This has been precluded by the third paragraph of page 2 of price agreement no. 14 which reads as follows: "In consideration of the above time extension the contractor agrees not to claim additional compensation for the work of casting the bearing assemblies at piers 1E and 1W."

D. Panel point 3 revision.

On August 21, 1970, a crack occurred in one of the machined junction pieces which connect this arch rib to the tie girder at Panel Point 3. The crack occurred at the machined re-entrant corner during fabrication of the lower girder flange. The crack extended across the full width of the flange and nearly through the thickness of the piece. The crack focused attention on the piece and the notch incorporated in its design. In addition to repairing the crack by welding the piece and all similar pieces in other girders were re-machined to eliminate the notch. Stress relieving the welds incorporating the piece into the girder flange was also deemed necessary. The re-machining and stress relieving was done by the contractor under a price agreement. Work on a total of four pieces with the resulting production and scheduling delays until November 22, 1970, entitle the contractor to additional time.

Contractor delayed 94 days (August 21, 1970 to November 22, 1970).

E. Bearing assembly plate location.

The main bearing plates at piers 1E and 1W were placed by others and subsequently found to be in error and were rejected by the contractor in June, 1970. There was no urgency to correct this condition as castings were not available. The State and the contractor proceeded in an orderly manner to determine the best method of repairs to correct the situation.

The order to proceed with corrective work would be required by January 11, 1971, or the project would be held up by the number of days that the order to proceed was delayed. The contractor was notified to proceed on January 21, 1971, with the corrective work. This is a total of eleven days delay.

The corrective work was completed prior to the arrival of the first available lower casting. This would indicate that the project was not delayed by the error in the bearing assemblies. This is not correct in that the contractor's engineers and supervisors spent a portion of their working time in the search for a method of repair.

The delay caused in this area is influenced by the ripple effect of delays in other areas and is difficult to determine. However, a determination based on engineering judgment tempered with consideration of the eleven day delay in receiving the notice to proceed with corrective work and the interaction of other delays indicates that a thirty day extension of time for the additional work of revising the main bearing plates is equitable.

Contractor delayed 30 calendar days.

F. Weld Repair - Girder 205-GIR

After shipment to Portland, cracks were found in the welds of the girders. Such cracks are the responsibility of the contractor.

June 25 letter of Murphy Pacific from the Resident Engineer rejected the girders and asked for a repair procedure. The request for a repair procedure was stopped by a phone call on June 28 to allow the State time to study the problem.

Mr. Merchant's letter of July 16, 1971, to the contractor rejected the weld and requested a repair procedure. On Tuesday, July 20, 1971, the Resident Engineer read Mr. Merchant's letter to Jay Murphy as he had not received the original at that time. The Resident Engineer received a call from Jack Geer on the afternoon of July 20 stating that they had started preparing a weld repair procedure. The Resident Engineer's letter of July 29, 1971, states that the visual defects of the welds were removed by arc air gouging and also accepted the contractor's weld repair procedure. The repaired girders were accepted August 5, 1971 and 205 GIL was erected August 6, 1971.

As stated previously the responsibility for the cracked weld is the contractor's in accord with article 410-3.22-(110) Standard Specifications 1964.

The State used 34 days from June 25, 1971 (date of first rejection) to July 29, 1971 (date the weld repair procedure was accepted) to explore the extent of the crack and alternative repair procedures. The contractor was able to do work within this period but it was not critical to the progress of the project. The release of the falsework is the critical item and was held up by the delay.

Contractor delayed 34 calendar days.

The time indicated above totals 620 calendar days

Because any delay in one area of the work affects many other areas and because the contractor, although delayed, did not stop work but revised his schedule and sequencing to allow a continuation of work wherever possible, it is very difficult to itemize the ripple effect of each delay. Due to the significance of the delays encountered on this project and their complex and indeterminate ripple effects it appears prudent that a contract time extension based on engineering judgment and sufficient to allow completion of the project be allowed. Current engineering judgment indicates that all work will, unforeseen circumstances notwithstanding, be completed by July 15, 1973. This in effect is an increase of 593 calendar days in the time required to complete the project. This increase is less than the 620 calendar day delay itemized above and allows for ripple effects as well as compensating offsets due to schedule changes and continuing work wherever possible. Due to the circumstances involved and the difficulty in computing actual ripple effect delays and offsetting credits for schedule changes a revision in contract time extending the completion date to July 15, 1973 (an additional 593 calendar days) appears equitable.

7276

E. S. Hunter

s

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

September 13, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308 Attention H. A. Schell

ORIGINAL SIGNED
FROM WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Fremont Bridge Superstructure
Strain Gage and Cable Load Readings

Attached are the results of the strain gage readings at Panel Point 3 and load readings of the suspender cable harmonic load test after completion of lower roadway steel framing and prior to placing of concrete deck.

Gages 1, 3, 7 and 8 (arch top north, arch bottom north, tie girder bottom north and the girder bottom south respectively) have been destroyed by the workmen. Results of arch gages 2 and 4 listed compare favorably. Results of tie girder gages 5 and 6, also listed, do not compare favorably for the same reasons stated in our letter dated June 11, 1973.

"Scratch" gage readings at Panel Point 14 are not available at this time. The discs are still in operation and the readings would be made available later.

The cable load readings compare favorably with the theoretical loads at most panel points. The discrepancies are for similar reasons

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as stated in our June 11, 1973 letter. A complete report would be made available after the next set of readings scheduled after paving of top roadway and placing of precast parapets for the lower roadway.

KAK/ag

Encl.

cc E. S. Hunter
L. H. Young
V. E. Skoog

7276

5

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 12, 1973

TO Mr. Robert Cunningham
Resident Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Fremont Bridge Superstructure
Contract 7276
Stand Pipe Detail Revision

NOTED
E. S. HUNTER

As you requested, attached are four copies showing the revisions in the stand pipe details through the tie girder area.

The revised stand pipe details are to be approved by the City of Portland Fire Department before fabrication and installation.

KAK/ag

Attachs.

cc E. S. Hunter w/attach.
A. E. Johnson w/attach.
R. N. Bothman w/attach.
C. T. Keasey w/attach.
L. Silano w/attach.

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SEP 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-136—10M

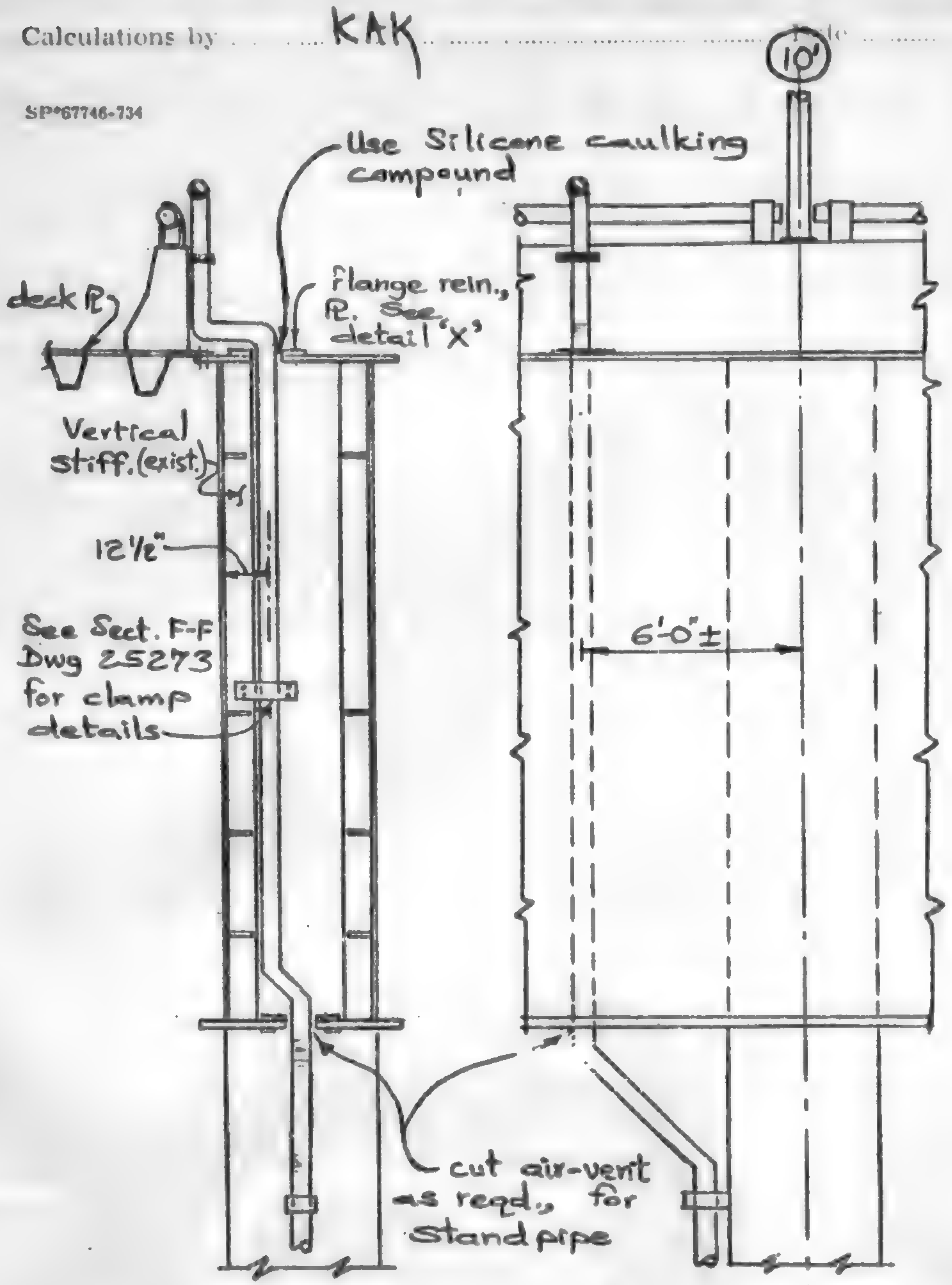
Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 1

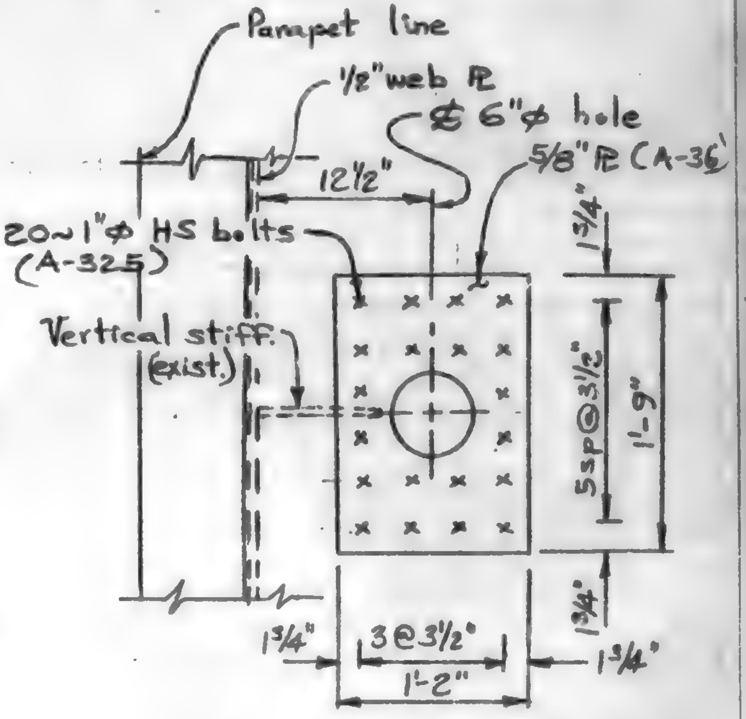
Bridge Fremont Bridge County Mult

Calculations by KAK 9-12-1973 Bridge No. 2529

SP*67746-734


10'
Use Silicone caulking compound
deck PL
flange rein., PL. See detail 'X'
Vertical stiff. (exist.)
12½"
See Sect. F-F Dwg 25273 for clamp details
6'-0"±
cut air-vent as reqd., for standpipe

Part Elev. @ Pier 1 E
(Pier 1 W similar)


Parapet line
½" web PL
℄ 6"⌀ hole
5/8" PL (A-36)
12½"
20~1"⌀ HS bolts (A-325)
Vertical stiff. (exist.)
1¾"
5sp@3½"
1'-9"
1¾"
1¾"
3@3½"
1¾"
1'-2"

DETAIL 'X' (PLAN)

NOTE: See Dwg 25273 for details not shown.

Bolt down 5/8" x 14" x 21" PL (A-36) (with pre-cut 6"⌀ hole in center as shown in detail 'X') to top flange PL of tie-girder prior to cutting 6"⌀ hole in Flange PL. Grind holes smooth.

Revisions in Standpipe Details through Tie-Girder

7276

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 11, 1973

TO Mr. Robert Cunningham
Resident Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Fremont Bridge Superstructure
Contract 7276
Deck Lifting Lugs Corrective Work

NOTED
E. S. HUNTER

Attached are four copies of two sketches showing the corrective work necessary at the deck lifting lugs for the subject project. One sketch is for all lugs except those at Panel Points 10 and the other shows the modifications necessary at Panel Points 10.

The work generally consists of converting the existing square ended slots to "bull nosed" slots. Bull nosing is to be done at each end of the slots.

It is essential that the extension of the slot beyond the existing corner be made with a smooth transition.

The work shown on these sketches is somewhat less than the corrective measures using saw cuts which were explained to you by Mr. Ellison last week. However, the work as shown in the sketches is considered to be adequate. This work should be done on a force account basis.

RWE/ag
Attachs.
cc E. S. Hunter w/attach.
~~A. E. Johnson w/attach.~~
R. N. Bothman w/attach.
C. T. Keasey w/attach.
H. A. Schell w/attach.
K. A. Kamadoli w/attach.
G. C. Teeter w/attach.

RECEIVED
SEP 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

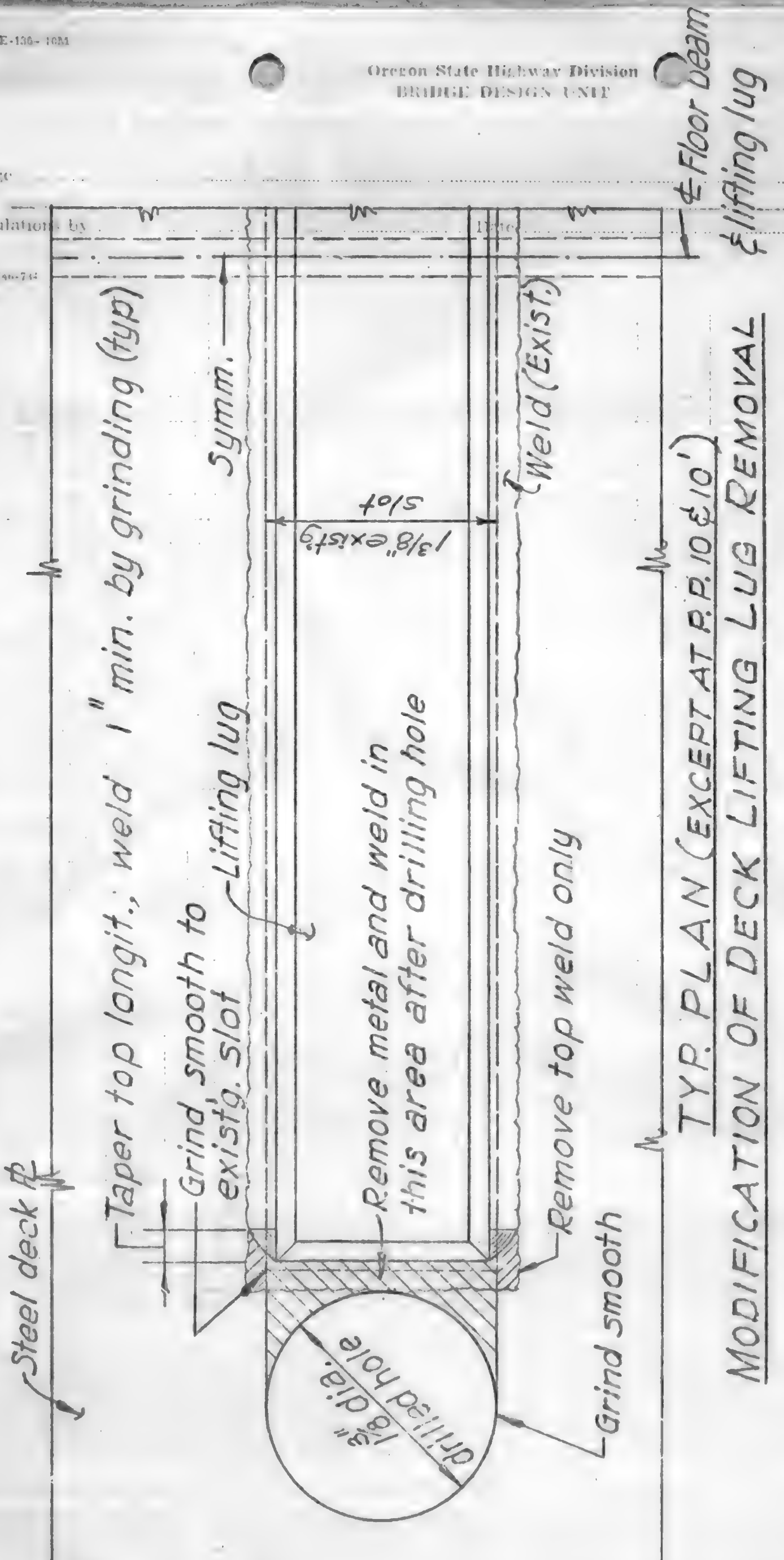
Form E-136- 16M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 1

Bridge .... County ....

Calculations by .... Date .... Bridge No. ....


℄ Floor beam
℄ lifting lug
Symm.
Weld (Exist.)
slot
1 3/8" existg
Taper top longit.; weld 1" min. by grinding (typ)
Lifting lug
Steel deck ℞
Grind smooth to existg. slot
Remove metal and weld in this area after drilling hole
Remove top weld only
Grind smooth
Grind smooth
1 3/8" dia. drilled hole

TYP. PLAN (EXCEPT AT P.P. 10 & 10')

MODIFICATION OF DECK LIFTING LUG REMOVAL

FREMONT BRIDGE

11

Form E-136 -10M

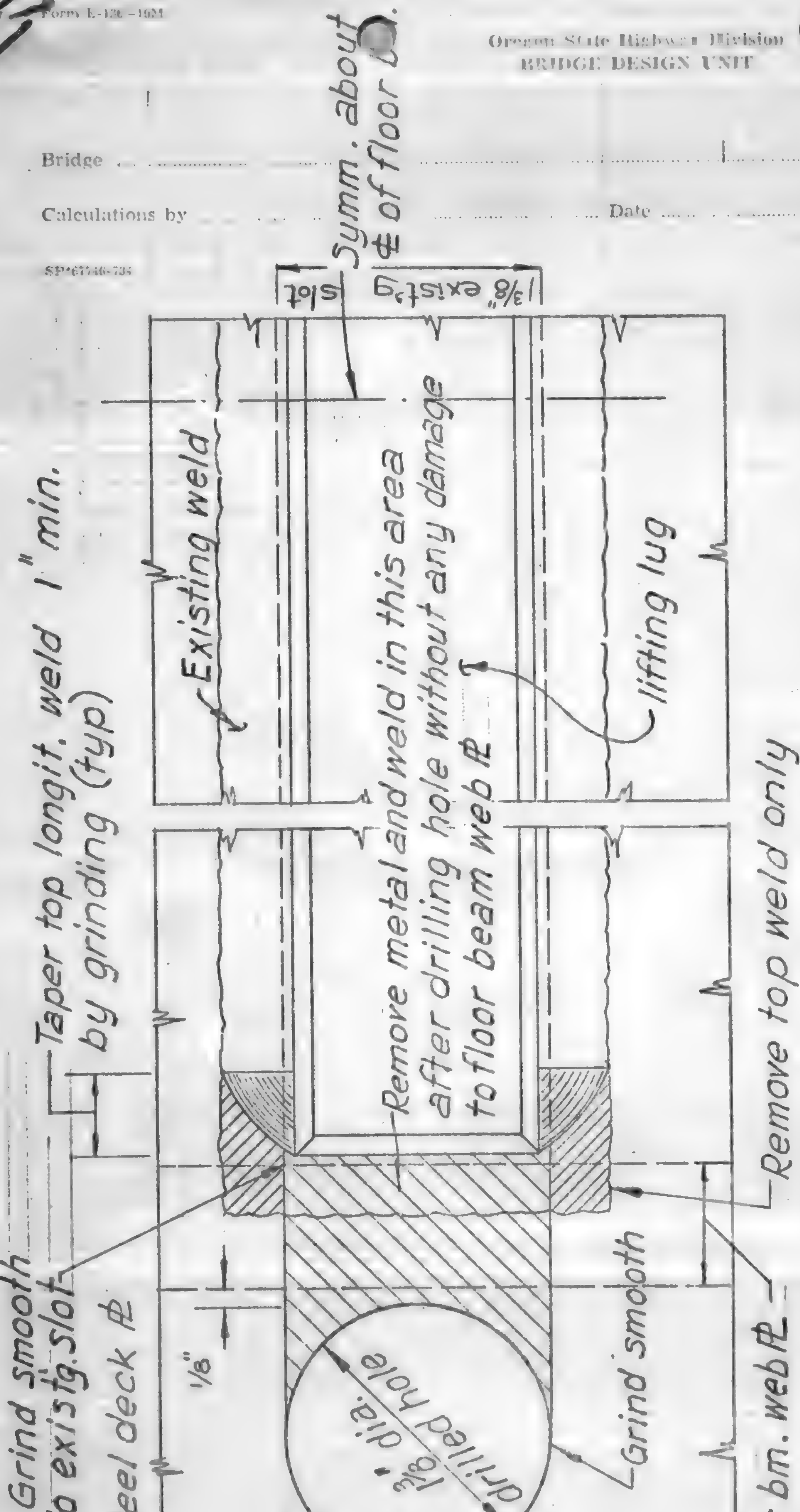
Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 2

Bridge .... County ....

Calculations by .... Date .... Bridge No. ....

SP*67546-735


Symm. about ℄ of floor bm.
1 3/8" exist'g slot
Existing weld
lifting lug
Taper top longit. weld 1" min. by grinding (typ)
Remove metal and weld in this area after drilling hole without any damage to floor beam web ℙ
Remove top weld only
Grind smooth to exist'g. slot
Steel deck ℙ
1/8"
3/8" dia. drilled hole
Grind smooth
floor bm. web ℙ

TYP. PLAN (AT P.P. 10 & 10')

MODIFICATION OF DECK LIFTING LUG REMOVAL

FREMONT BRIDGE

#7276 5

Region
OSHD (Coulter)
Wash DC

7-7-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION eb

REGION NO. 10	REPORT NO.	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 9-7-73	INSPECTION MADE BY R. W. Pillsbury, Asst Div Br Engr		PROJECT NO. I-405-8(17)303
IN COMPANY WITH			
QUALITY OF WORK*		PROGRESS OF WORK	TIME ELAPSED / WORK COMPLETED %

COPY SENT
SEP 20 1973
REGIONAL OFFICE

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

FREMONT BRIDGE SUPERSTRUCTURE

On September 3 Kamal Kamadoli came over to discuss several design items.

The most significant item Kamadoli had to discuss was cracks found in the lifting lug welds on the upper deck. About 10-15% of the lugs have cracks in the end welds. The cracks are either at the toe or mid-height of the welds and seem to be limited to the area of the weld. They are transverse with respect to the centerline of the bridge.

The lifting lugs were installed by the contractor to lift the heavy deck sections into place. The approved drawings show the lugs placed in a longitudinal deck butt splice over a floor beam. The lug is welded to the floor beam and to the deck plate with fillet welds. The drawing only shows a weld on top of the deck, but in actuality there are welds both top and bottom. At this time the tops of the lugs have been cut off to a plane about 1/2" above the deck and the resulting surface ground smooth. All of the fillet welds on the top of the deck have been checked by magnetic partial tests and the cracked welds marked. All the lug side welds (longitudinal) are satisfactory.

The deck plate currently has a 12 ksi longitudinal stress on it which will be about 22 ksi under live load. All concerned would like to at least remove the end welds at the lug and relieve the re-entrant angle in the deck plate at the lug corners.

In subsequent discussion with the State, consultant, and our Washington office it has been recommended to drill a hole centered on each end of the lug through the deck plate. This will remove the end weld and round the end of the lug slot. The ends of the longitudinal side welds will be tapered to the deck near the hole to reduce the stress riser effect. A suggested method would be grind the end of the lugs to deck level then drill. It is agreed that the repairs will be done to all 200 lugs and we will more than likely have to pay the cost - probably $40,000±.

The second item concerned the steel GM rail on the upper deck. The rail was fabricated in sections which are supposed to have about a 3/4" overlap. Due to fabrication and erection tolerances not all of the sections have the desired overlap - it varies from zero to the full amount. The State's solution to regain the integrity of the joint is to bolt a 9" plate across the top of the joint. We concurred in this.

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

NOTED
H.S. COULTER

Sent
orig a: ~~Keasy~~
cy: Young.

Another problem discussed was water under the rail. The rail is bolted to the deck, but there are gaps under it where water can collect, both front and back. The plans call for a caulking compound to be placed along the backside, which is supposed to keep water from entering in that side. It would, of course, also keep water from exiting the inside of the rail. We are concerned about rusting of the deck plate and rail from the moisture buildup.

September 5 we inspected the rail problem. Those present were Harwood, Cunningham, and Teater, OSHD; Tokerud, Garren, Schell, and the writer, FHWA. It was decided to place a membrance such as Uniroyal on the front side to keep that water out and to run an intermittent seal aong the backside to let the entrapped moisture out. In addition water collecting areas underneath are to be built-up to provide drainage to the gaps along the backside.

Another item brought up by Kamadoli several weeks ago was a safety rail along the outside of the orthtropic deck behind the traffic rail. This was checked in the field and Region concurred that it was needed. We had already told the State OK. In addition access will be provided between decks at the ends of the superstructure contract.

Crack in weld at one of small lugs. Cracks only at end of lugs and appear to be only in weld area. Floor beam under deck plate at right angles to and midpoint of lug.

Ground out crack at end of large lug FP 10. Crack only in weld area. This FB is box section.

7276

5

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 4, 1973

TO Memo to the File

R. W. Ellison

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge Superstructure
Contract 7276
Deck Lifting Lugs
Cracked Welds

NOTED
E. S. HUNTER

Ed Hardt, Kamal Kamadoli, Gary Teeter and I talked with Lou Silano in conference by telephone today and informed him as follows of the cracked welds at the deck pickup lugs for the subject project. These are the fillet welds around the lugs which project through the orthotropic deck plates. The cracks are in the welds at the end of the lug and do not extend around the corner into the welds along the sides of the lugs. They do not extend beyond the physical limits of the welds in plan view and some branch out into two cracks at their ends. Cracks are only in one end weld at each lug involved.

Usually cracked welds appear in groups of 2 or 3 lugs. Groups occur randomly. The deck plates are stressed to approximately 12ksi now and will go to 22ksi with live load and secondary stresses.

We have ground away the cracked welds at two lugs and the crack did not extend into base metal.

About 10% of the lugs in the west back span show cracks (approximately 15 lugs). There are approximately the same number of cracked welds in the main span. The number in the east back span is being checked and appears to be about the same frequency as the west span. One crack appeared a little rusty and the others had no rust.

Mr. Silano asked that we grind out a few more welds to see if cracks extend into base metal. He will study the situation and recommend corrective measures soon. His first impression is to remove welds from ends of all lugs and round the re-entrant corners. He understands that time is of the essence.

RWE:dh
cc L. G. Silano
E. S. Hunter
C. T. Keasey
K. Kamadoli
G. Teeter
R. N. Bothman
R. O. Cunningham

RECEIVED
SEP 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I-405-8(17) Fremont Bridge Section, of 1971
303 Stadium Frwy. in Portland.
#7276 (Superstructure) Folder #6

72·76

5

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 30, 1973

TO Memo to the File

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Fremont Bridge Superstructure
Contract 7276
Deck Panel Pickup Lugs
Cracked Welds

NOTED
E. S. HUNTER

I called Bob Pillsbury at FHWA office today and informed him that cracks have been found in the fillet welds which attach some of the lifting lugs to the orthotropic deck sections for the subject structure. The cracks appear to be only in the welds at the edge of the lugs and do not appear in the welds at the sides of the lugs.

These edge welds are at right angles to the centerline of the structure. I stated that we are hiring Harry Czyzewski of MEI to investigate the cracked welds and give us an expert opinion on probable propagation, et cetera.

Mr. Pillsbury tentatively approved this investigation for federal participation. He also indicated he would alert Herb Schell and Roy Tokerud in order that they may observe the situation.

RWE:dh

cc R. W. Pillsbury
E. S. Hunter
C. T. Keasey
R. O. Cunningham
R. J. Wright

NOTED
E. S. HUNTER

RECEIVED
SEP 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

Form [illegible] (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 30, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's July 9, 1973 memorandum to Mr. Johnson detailed numerous items that need correction prior to and after pouring the bottom deck slab.

We concur in the work that needs to be done, except possibly the removal of A490 bolts in the Panel Point 10 columns. If the joint was designed for A325 bolts, if the A490 bolts were installed to torque values of A325 bolts, and if the A490 bolts were not retightened or retorqued, we see no need for requiring their removal and replacement with A325 bolts.

for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
SEP 5 '73
REFER TO
orig. - Hunter - 7AA
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-10-73
original to Walt Hart
to answer

RECEIVED
SEP 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7276

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1973

Murphy Pacific Enterprises
5051 N. Channel Avenue
Portland, OR 97217

Attention: Alex Jeffrey
EEO Officer

Re: Fremont Bridge
Stadium Freeway
F.A. Proj. No. I-405-8(17)303
Contract No. 7276
EEO Compliance Review

Gentlemen:

To confirm my August 23 telephone conversation with you, an equal employment opportunity compliance review of your Organization will be held on September 17, 1973 at 1:30 PM at your project office on Swan Island. This review will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will also attend this review.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of all subcontractors will not be required to attend - only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.
2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees and subcontractors.
3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000.00.
4. List of all material suppliers, including those of subcontractors, furnishing materials in excess of $10,000.00.

RECEIVED
AUG 29 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

5. Employment statistics for a current workweek. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the workweek ending August 31, 1973 be shown. These are to be broken down to indicate:

   (a) Employment for this project only.
   (b) Total employment of your firm (Home office employment) on all work in Oregon, both Federal-aid and non-Federal-aid, for this workweek.
   Racial identification of each employee must be shown.

6. A list of all employees hired within the last 90 days on this contract showing:
   (a) Employee's name.
   (b) Racial identification.
   (c) Job classification and craft.
   (d) Wage rate paid.
   (e) Date hired.

For your information, we are attaching copies of the following:
   (a) Interim Construction Contract Equal Opportunity Compliance Procedures, I.M. 40-2-72.
   (b) Compliance Data Report, Form FHWA-86.

It is anticipated that it will require 2 to 3 hours to review your records and review your compliance with all phases of the EEO contract requirements. This will be followed by an inspection of the project and employee interviews.

If you have any questions, please feel free to contact us.

Very truly yours,

C. T. Keasey
Construction Engineer

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: Glen L. Green (2)
H. S. Coulter
Gene Huntley
R. N. Bothman
R. O. Cunningham

7276

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FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem,, Oregon
August 10, 1973

SUBJECT: Fremont Bridge
Contract No. 7276

To: MEMO TO THE FILES

FROM:
John A. Bond
Construction Administration Engineer

It was brought to our attention by Resident Engineer Cunningham yesterday that the current progress estimate just being prepared would theoretically show 15 days time liquidated damages which on this project accrue at the rate of $1,500 per day. Another request for time extension has been submitted from the field and is being reviewed here and the necessary letters to summarize it and present it to FHWA for their concurrence are being prepared.

In the meantime, the progress estimate should not be delayed, but we are reluctant to withhold liquidated damages unnecessarily.

I have discussed this matter with Deputy Highway Engineer Johnson. He sanctioned an administrative decision to waive liquidated damages at this time. I also just discussed the matter with Mr. Christianson, the FHWA Area Engineer, and he concurs in this waiver.

Hopefully, we will have taken action on further formal time extension before the next progress estimate is due.

JAB:fw

cc: H. S. Coulter
V. L. Gallagher
R. N. Bothman
Robert Cunningham

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

- 7276

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 3, 1973

In reply refer to: 10-35.7

-#7276

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Consultant PBQ&D's Final Billing

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's memorandum of June 19 requested Federal-aid participation in several additional items submitted by the consultant, PBQ&D, that were felt to be above the normal limits of the consultant agreement. Our comments on the three items in question are as follows:

Item 1 - Redesign of Panel Point 3. Your proposal to reduce the fees for design work according to the matrix developed in connection with P. A. #14 appears to be a logical settlement of this item. The consultant's billing for this item was $74,285.06 which when adjusted for the matrix responsibility as set forth in your June 19, 1973 memorandum allows a payment of $41,569.95. We approve of Federal participation in this amount.

Item 2 - Job site conferences in connection with the center span lift. The consultant sent representatives to a prelift conference in February 1973 at your request. Also, it was desirable and appropriate that they sent representatives for the actual lift. The consultant has submitted a bill for $12,251.50. You recommend payment of $10,703.58 and we approve payment of this amount.

Item 3 - Unanticipated design review required due to the contractor's erection procedures. The consultant has billed you for $13,168.96 for this item. We agree that the contractor's erection procedures were unusual and complex and therefore required more than the normal review and checking by the consultant.

(more)

8-9-73
original - Hart
To answer

8-9-73
Hart
to reply
E.H.

RECEIVED
AUG 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 7 '73
REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

We recommend that the State and the Federal Highway Administration make a combined detailed review of the work involved and agree on the payment for the work involved.

Please contact Mr. Schell when you intend to make this review.

G. L. Green

7276

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FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 11, 1973

NOTED
H. S. COULTER

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Noise and Vibration

To: Walt Hart
Bridge Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

On April 26, 1973 and several earlier occasions, the bridge popped loudly and vibrated enounugh to scare some of the workmen off the structure. After discussing the vibration and noise with the workmen and state inspectors we were able to locate the origin as being somewhere on the west end of the West Back Span, (vicinity of P.P. 0). While investigating into the movements of the portal frame at P.P. 0 we noted scuff marks on the wind tongue assembly at the center of pier 2W indicating a vertical movement. This type of movement would be possible due to the fact that the upper shims in the portal links anchors were not in place at this time.

Murphy Pacific crews tensioned the final deck section on the East Back Span at P.P. 34 on April 25. On the following day the portal assembly at P.P. 48 was approximately 6 inches high due to the low nighttime temperature of 43°. Later on in the day the shims were back down in bearing against the anchors. On the morning of April 27 Glen Pierce and I went back to the portal frame at P.P. 48. The air temperature at this time was 54° and the gap between the shims was approximately 1". We kept hearing a popping sound and could feel a slight vibration in the lower portal strut above the wind tongue assembly. The wind tongue was in bearing against the upstream side of the assembly and by using a scribe mark on the assembly we could detect a downward movement of the portal after 6 to 7 recurrences of the popping noise. We then went up on the walkway on the lower deck stringers near P.P. 47. From this position we could clearly hear the pop and could feel a noticeable amount of movement in the stringers. It would have taken very little more movement than the unmeasurable amount noted on the East Span to cause the structure to vibrate as much as the workmen decribed.

On May 2, 1973 the crews shimmed the portal anchors at P.P. 48 and on May 3, 1973 they shimmed the anchors at P.P. 0. We had thought that this shimming of the portal links had taken care of our problem until

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Act
File

NOTED
W. J. HART

the noise recurred on May 12 and 13. After further investigation into this matter, I noted that the bottom portion of the wind tongue assembly at P.P. 0 was tipped slightly during the heat of the day. In the morning, before the sun started heating the girder, the wind tongue was setting down flat on the nuts of the anchor bolts. As the sun heated the upstream girder, causing it to expand faster than the downstream girder, the structure bows exerting a transverse force on the wind tongue. The upper nuts on the anchor bolts were not tightened at this time, allowing it to tip as this force was exerting and evidently binding and releasing causing the noise.

On Friday, May 18, 1973, the upper nuts on the wind tongue anchor bolts were tightened. On June 4, 1973 the wind tongue at P.P. 0 was grouted in after having been shimmed tight into position and June 25, 1973 the same procedure was followed for the wind tongue at P.P. 48. Since this time no noise or vibration has been reported. Evidently the horizontal movement rather than the vertical was causing the major portion of the vibration.

On June 21, 1973 we set up a transit on the upper deck approach span at P.P. 0. We had one backsight on the approach and three foresights; one at the edge of the orthotropic deck, one at approximately P.P. 1 and one at approximately at P.P. 2. Periodically throughout the day readings were taken on how much the superstructure was moving relative to the approach span. The maximum amount of movement noted was $\frac{1}{2}$" over an air temperature variation of 17^{0}. As the temperature continued to rise the structure started to move back into alignment due to the location of the sun. By 5:30 p.m. the structure were back in line.

We will continue our investigation into this matter as requested by Kamal Kamidoli. If there are any further questions contact this office.

R. O. Cunningham
Resident Bridge Engineer

by

Donald E Schut

Donald E. Schut
Engineer Assistant

cc: file

E S Hunter

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

#7276

DATE June 26, 1973

TO A. E. Johnson
Deputy State Highway Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Chemical Liquid Deicer
Fremont Bridge
Contract 7276

Attached are copies of Mr. John Jenkin's Memorandum to the File of April 4, 1973, his letter to Mr. Walter J. Hart of June 13, 1973, and the Department of Environmental Quality's letter of June 4, 1973, concerning the evaluation of "ISOLV", a chemical liquid deicer manufactured by Kaiser Agricultural Chemicals. Also attached is a copy of the product specification.

Based on this information, it is our recommendation that "ISOLV" be used on the Fremont Bridge for frost prevention and snow and ice removal. Steps are being taken leading to installation of frost detection equipment on the structure. We believe that the Maintenance Section should take the necessary action to procure equipment necessary for the application of this product.

You will note in the write-up for this product that various rates of application are used depending on whether you are using it for frost prevention or snow and ice removal. Our equipment should be such that the various rates can be applied. This equipment should be ready for use this fall, so that it can be available when the structure is opened for traffic.

A supply of "ISOLV" should also be ordered at this time, so that it ✓ is ready when the need arises. This material may be stored for a period of up to a year without any loss in quality. It should be stored in a vented tank which is protected from extreme heat. It has been indicated that availability is not a problem.

NOTED
H.S.COULTER

6-26-73
Moehring HSC
Julien

RECEIVED
JUN 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Although not a consideration for Fremont, it has been reported that a maximum of 10 gallons per ton added to abrasive sanding material has worked well in keeping sanding material workable. It is felt that much less than this could be used with satisfactory results. It may be something worth looking into.

DOC/ag

cc H. S. Coulter
E. S. Hunter
D. H. Moehring
R. N. Bothman
J. C. Jenkins

1859

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

June 4, 1973

George M. Baldwin
Administrator of Highways
Highway Division, Highway Bldg.
Salem, Oregon 97310

NOTED
F. E. KLABOE

Dear ~~Mr. Baldwin~~ George:

As you requested, the Department of Environmental Quality Laboratories and Applied Research Division has evaluated the samples of ISOLV, which you proposed for use on the Fremont Bridge in lieu of Calcium Chloride, for ice control.

The ISOLV data indicated on attachment 1 show the chemical to be biodegradable in the normal metabolic processes of the environment. When used in the concentrations and in the manner specified, this chemical will not cause environmental damage to the Willamette River.

It must be pointed out, however, that the tests performed in the laboratory indicate a biochemical oxygen demand (BOD) of 360,000 mg/l, an ammonia nitrogen of 6,000 mg/l, and a Kjeldahl nitrogen of 120,000 mg/l on the undiluted product. Therefore, great care must be exercised in making application to avoid instantaneous runoff or spills.

We believe that at the application rate of 2 gallons per 1,000 square feet as proposed (attachment 2) that river flows and runoff rates from the bridge will be such that no significant effects will be noted in the Willamette River.

RECEIVED
JUN 13 1973
BRIDGE DIVISION

Sincerely,

DIARMUID F. O'SCANNLAIN
Director

cy to Bob Wright
6-18-73

Enclosure

WCW
pkw

RECEIVED
JUN 7 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
W. J. HART

NOTED
J. H. WOOD

NOTED
D. O. Christensen

NOTED
R. W. ELLISON

NOTED
I. L. WALLACE

ISOLV® DATA

PHYSICAL PROPERTIES:

Appearance:	Clear Liquid	
Color:	Green	
Density:	9.68 lb/gal. 9.78 lb/gal.	(20° C) (0° C)
Viscosity:	7.0 cps 11.9 cps	(20° C) (0° C)
Crystallization Point:	-20°C	(-6° F)
Flash Point:	128°C	(262° F)
Fire Point:	152° C	(305° F)

CHEMICAL PROPERTIES:

Composition: A liquid organic formulation containing freezing point modifiers and corrosivity inhibitors.

Effect on Metals: Metal test coupons of aluminum, magnesium, cadmium plating, hydrogen embrittlement of steel, and brass were immersed in the solution for seven days with less than 10 mg. weight loss in all tests.

Effects on Rubber: Rubber strips were immersed in the ISOLV fluid for a period of over three months with no softening, swelling, change in elasticity, or weight loss.

Effect on Silicone Gaskets: Silicone seals (gaskets for centerline lighting fixtures) were immersed in the ISOLV with no softening, swelling, change in elasticity, or weight loss.

Effect on Asphalt Concrete: Cylinders of asphalt concrete were immersed in ISOLV for three months with no softening, swelling, or solubility as evidenced by lack of measurable discoloration of the test solutions.

CHEMICAL SPECIFICATION:

pH value (at 20° C) for a 10% aqueous solution	8.2 ±0.2
Ash content (ignited at 700-750° C) % w/w	0.015 max.
Sulfur compounds (as S), % w/w	0.010 max.
Halogen compounds (as C1), % w/w	0.001 max.
Phosphate compounds (as P), % w/w	0.001 max.
Nitrate compounds (as NO_3), % w/w	0.001 max.

FOR MORE INFORMATION
ON KAISER ISOLV®
CONTACT THE KAISER OFFICE
NEAREST YOU, OR WRITE
KAISER AGRICULTURAL CHEMICALS
ICE SOLVENTS DEPARTMENT
P. O. BOX 246
SAVANNAH, GEORGIA 31402

OFFICE LISTINGS:

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ALBANY, GEORGIA 31702

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POST OFFICE BOX 2619
TAMPA, FLORIDA 33601

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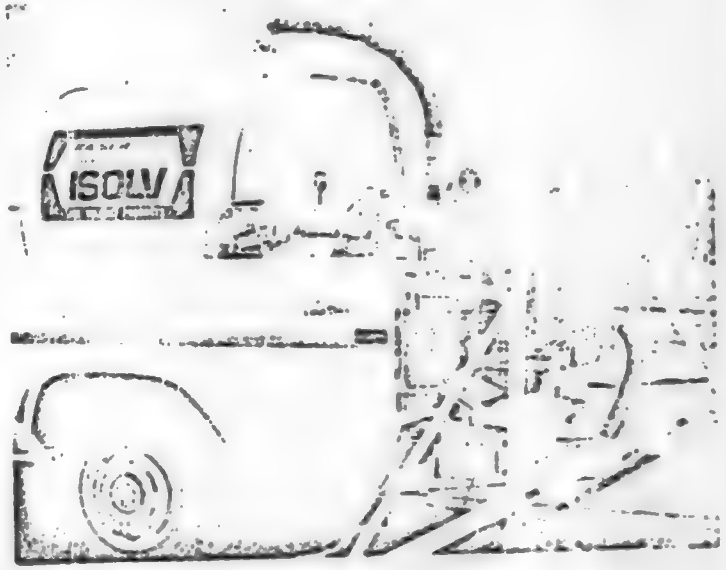

ISOLV IS THE NEW LIQUID DEICER DEVELOPED FOR USE ON AIRPORT RUNWAYS AND TAXIWAYS

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ISOLV®

KAISER'S ICE SOLVENT PRODUCTS

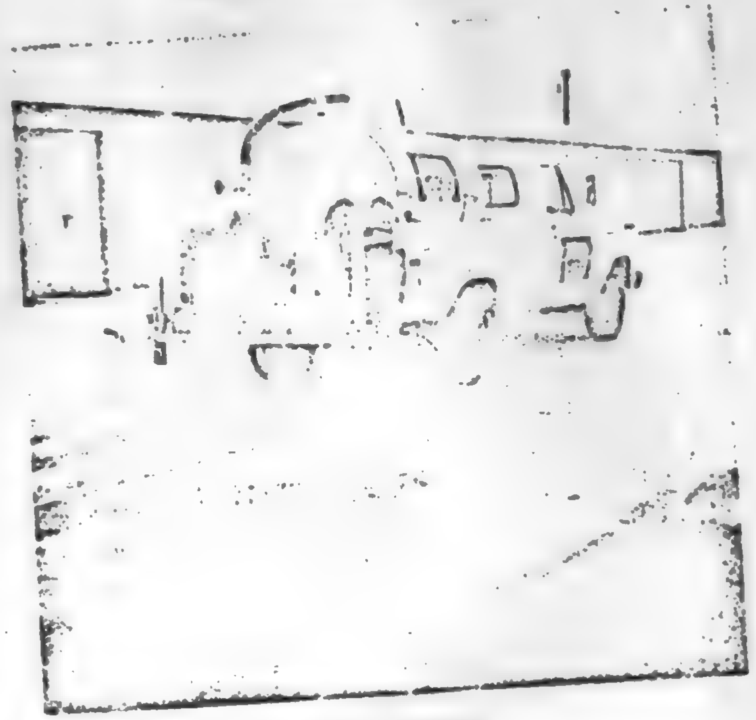
Kaiser Agricultural Chemicals has developed a new concept in chemical deicers, called ISOLV. ISOLV remains liquid and easy to apply even when stored at sub-zero temperatures. ISOLV also offers superior ice melting and low temperature performance characteristics.

Kaiser's ISOLV acts to penetrate cracks and crevices in ice or snow and breaks the ice-pavement bond which permits easy removal of the resultant slush by mechanical means. When applied as an anti-icing agent before freezing occurs, ISOLV prevents the formation of this ice-pavement bond. Independent tests have proven that ISOLV will not increase the slipperyness when applied to either bare or icy surfaces.

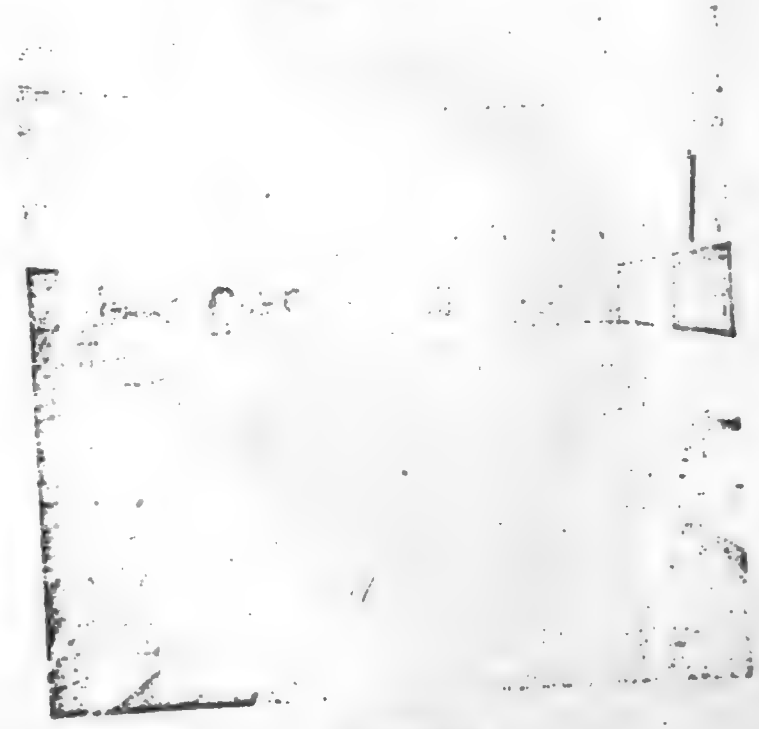
Kaiser's ISOLV was originally developed as an airport runway deicer and many rigid requirements had to be satisfied. Corrosion testing covered a wide range of materials including aluminum, magnesium, cadmium plating, hydrogen embrittlement of steel, brass, and acrylic plastics, both with and without stress. In addition, tests have shown Kaiser's ISOLV to have a very low ash content on complete combustion and to be safe on portland concrete, asphalt concrete, rubber, steel, and plastics. Kaiser's ISOLV has met all standards required for use on airport runways.

ISOLV is a completely biodegradable nitrogen compound.

ISOLV® IN ACTION



BEFORE



AFTER

ADVANTAGES OF ISOLV®

- • **Excellent ice melting properties** – the effec point is -6° F in the product's concentrate With the addition of a small amount of water, can be used at temperatures as low as -50° F.

- • **Very low corrosive action** – with the ability an inhibitor, even where chloride salts have b been in use on airport access roads for a long ti effectively reducing corrosion of reinforcing bridge decks and other high value structures.

- • **Minimum environmental damage** – bas ISOLV's complete biodegradability and na abolic utilization by both plant and marine lif

- • **Economical application concepts** – technical using Kaiser developed methods of applicati tain maximum effeciency from ISOLV includ

  1. **Applicator equipment** – Kaiser's man experience in fluid applications is now to you in the deicer field. Specializ mounted applicator equipment has beer and field tested.

  2. **Airport - automatic application syst** automatically apply ISOLV to airpor and taxiways.

ISON

ADMINISTRATOR OF HIGHWAYS

WALLACE

Evaluation of ISOLV-Polyurethene Antifree
for use on bridges

Assuming:

1) Bridge area - 60,240 ft^2
2) Application rate - 2 gallons/1000 ft^2
3) Runoff rate - 50% in two hours
4) River flow - 40,000 cfs
5) BOD - 360,000 mg/l
6) NH_3-N - 6,000 mg/l
7) Kjeldahl-Nitrogen - 120,000 mg/l

Then:

Total applied $\frac{60,240}{1000}$ X 2 = 120.5 gallons

Two hour runoff 120.5 X 0.50 = 60.24 gallons

Concentration in river:

40,000 cfs = 0.646 MGD X 40,000 = 25,640 MGD

25,640 MGD - 12 = 2,137 MG/2 hr.

$\frac{\text{60.24 gallons}}{\text{2,137,000,000 gallons}}$ X 360,000 = 0.011 mg/l BOD

If 100% runoff in one hour into a stream of 20,000 cfs, it would increase the BOD by 0.1 mg/l. Therefore, if care is exercised in making the application to minimize instantaneous runoff, it could be used with little harmful effect.

ADMINISTRATOR OF HIGHWAYS

LLISON

FORM 5-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1973

SUBJECT: Isolv

To: Walt Hart
Bridge Engineer
OFFICE

On April 30, 1973 I placed two steel coupons, not galvanized, in a straight sample of Isolv. After 43 days of one-half of each coupon submerged in Isolv, there was no change in the condition of the metal samples.

Isolv does not seem to be aggressive to steel.

JOHN C. JENKINS
Engineer of Materials & Research

By Charles R. Chandler
CHARLES R. CHANDLER
Research Assistant

RECEIVED
JUN 13 1973
BRIDGE DIVISION

CRC:eb

cc: D. O. Christensen

NOTED
D. O. Christensen

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1973

SUBJECT: Bridge Deck De-icing Study

To: MEMO TO THE FILE

The Materials & Research Section at the request of the Bridge Section has been conducting a study of de-icing products for use on the Fremont Bridge Deck in lieu of heating. One of the products presented for evaluation was "Isolv", manufactured by Kaiser Agricultural Chemicals.

A. Typical Properties

pH (at 68°F)	8.2 ± 0.2
Appearance	Clear Liquid
Color	Green
Density @ 68°F	8.37 lbs/gal
@ 32°F	8.49 lbs/gal
Viscosity @ 68°F	5.0 cp*
@ 32°F	8.0 cp
Freezing Point	-40°F
Flash Point	101°F

Isolv is said to affect skid numbers on pavement to no greater degree than clear water.

*Viscosity of water at 68°F = 1.0 cp, Viscosity of light machine oil at 68°F = 40 cp

B. Ecological Behavior

Chemical Oxygen Demand (COD)	0.74 lbs/lb of De-icer Max.
Biological Oxygen Demand (BOD)	0.44 lbs/lb of De-icer Max.

Isolv is non-aggressive on concrete and asphalt and will pass corrosivity tests on iron, aluminum brass and automobile finishes.
A sample of Isolv has been submitted to D.E.Q.

G. C. TESTER

RECEIVED
APR 5 1973
BRIDGE DIVISION

NOTED
J. H. WOOD

NOTED
R. J. WRIGHT
J. Davis

NOTED
D. O. Christensen

NOTED [illegible]

NOTED
R. W. ELLISON

C. Rate of Application (recommended to prevent ice formation)

Weather Condition	Application Rate
Heavy Glaze	1 gal/1000 sq ft
Forecast of Freezing Rain	1/2 gal/1000 sq ft
Forecast of Icing Conditions	1/3 gal/1000 sq ft

D. Price of Isolv (FOB Cincinnati)

Quantity	Price
Bulk	Per Gallon
10,000 gal min (Tank Car)	$ 0.825
Drums (Non-returnable 55 gal)	
Carload or truckload (Minimum)	0.970
Less than Carload or Truckload	1.135

(These prices are as of Feb. 26, 1973)

E. Experience with Isolv

Other Agencies

The Indiana State Highway Commission has been using Isolv on the bridges on I-465 Circumurban at Indianapolis for two winters with reportedly good results.

Oregon Experience

Oregon experience to date has been very limited. Battle Creek Bridge, near Battle Creek Golf Course on the South outskirts of Salem, was sprayed with Isolv on March 28th. During the night of the 28th and morning of the 29th, frost occurred. The South half of the deck was covered with frost. The North half, which was sprayed with Isolv at the rate of 1 gal per 1000 sq ft., was free of frost. Heavy rains occurred during the period March 29th to April 2, 1973. On the morning of April 2 frost again occurred in the Salem vicinity. The deck was again observed and it was possible to tell the difference between the sprayed portion and the untreated portion.

The manufacturer claims a residual effect for Isolv of up to 7 days, depending on the amount of rain and other adverse weather such as snow or ice.

The Battle Creek Bridge is a steel deck bridge with several types of surfacing applied to the steel deck. It is expected that its reaction to ice or frost will be similar to the Fremont Structure in Portland.

Additional testing is being done on Isolv and other work is planned.

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APR 5 1973
BRIDGE DIVISION

F. Method of Application

It is anticipated that Isolv could be applied to the deck of the Fremont Bridge by use of a pressure sprayer, mounted in a 3/4 ton pickup, with a one-lane spray bar. The deck would be sprayed daily during low traffic volume periods when weather conditions indicated the possibility of frost.

John C Jenkins

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: F. B. Klaboe
H. S. Coulter
R. N. Bothman
Dave Moehring
Walt Hart
Russ Chandler

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APR 5 1973
BRIDGE DIVISION

1/26/73

KAISER AGRICULTURAL CHEMICALS

PRODUCT SPECIFICATION

ISOLV$^{(R)}$ - INDUSTRIAL

LIQUID DEICER FOR INDUSTRIAL USE

I. SCOPE

This specification covers a liquid chemical mixture for Industrial application as a deicing and/or anti-icing material.

II. MATERIALS AND WORKMANSHIP

The material shall be a good commercial quality and suitable for the purpose intended when used as directed.

III. SPECIFICATIONS

A. Corrosivity

ISOLV will pass corrosivity tests on iron, aluminum, brass, and automobile finishes.

B. Effect on Concrete

ISOLV will not impart a color change or cause significant surface spalling any greater than water per ASTM Freeze and Thaw Test (ASTM C-291).

C. Effect on Asphalt

ISOLV will have no significant effect on asphalt consistency or strength when evaluated by use of ASTM Asphalt Evaluation Test (D-946).

D. Effect on Elastomeric Materials

ISOLV will have no significant effect on weight or volume changes than it would in water on such materials.

E. Frictional Requirements

ISOLV when applied to asphalt or concrete pavement, will approximate the same braking conditions as anticipated for any comparable water wet surface.

F. Chemical Properties

1. Ash content (ignited at 750°C) % w/w = 0.015 Max.
2. Sulfur compounds (as S) % w/w = 0.050 Max.
3. Halogen compounds (as Cl) % w/w = 0.001 Max.
4. Phosphate compounds (as P) % w/w = 0.020 Max.
5. Nitrate compounds (as N) % w/w = 0.001 Max.
6. Heavy metals (as Pb) % w/w = 0.001 Max.

G. Ecological Behavior

Chemical Oxygen Demand, COD	0.74 lbs/lb of Deicer Max.
Biological Oxygen Demand, $(BOD)_5$	0.44 lbs/lb of Deicer Max.

IV. TYPICAL PROPERTIES

ISOLV

1.	pH value (at 68°F)	8.2 ± 0.2
2.	Appearance	Clear Liquid
3.	Color	Green
4.	Density @ 68°F	8.37 lb/gal
	@ 32°F	8.49 lb/gal
5.	Viscosity @ 68°F	5.0 cps
	@ 32°F	8.0 cps
6.	Freezing Point	-40 °F
7.	Flash Point	101 °F

V. SHIPPING

Material to be shipped bulk in mild steel tank cars or tank trucks, and 55 gallon drums, as specified.

Exhibit E

KAISER AGRICULTURAL CHEMICALS

Ice Solvent Products

ISOLV$^{(TM)}$ Application Rates

I ANTI-ICING APPLICATION RATES TO PREVENT ICE FORMATION

Weather Conditions	Application Rates
Heavy Glaze	1 gallon/1,000 square feet
Forecast of Freezing Rain	1/2 gallon/1,000 square feet
Forecast of Icing Conditions	1/3 gallon/1,000 square feet

II DEICING APPLICATION RATES TO BREAK THE BOND WITH COMPACTED-SNOW-AND-ICE

Compacted Snow-&-Ice Thickness	Application Rates at Air Temperature Gallons/1,000 Square Feet			
	32°F	20°F	10°F	0°F
Heavy Glaze	1	1 1/3	1 2/3	2
1/8" to 1/4"	1 1/3	1 2/3	2	2 1/2
1/4" to 1/2"	1 1/2	2	2 1/2	3 1/2

7276

6-28-73

Form recommended and
supplied by EGCA

Public Work

This notice is given as required in California Code of Civil Procedure as amended by the 1967 California Legislature.

PRELIMINARY NOTICE

(Section 4210 of California Government Code.)

#7276

TO: Murphy Pacific Enterprises
(name of original contractor)
(General or Prime Contractor)

Address 4300 Eastshore Highway, Emeryville, California 94608

AND TO Oregon State Highway Department
(name of public agency)

You are hereby notified that the undersigned has furnished within 20 days last past or will furnish hereafter:

Labor and material for lower level concrete bridge deck
(general but substantially accurate description of labor, services, equipment, or materials furnished or to be furnished to the jobsite)

for the building, structure or other work of improvement consisting of:

Fremont Bridge Superstructure, Portland, Oregon
(general nature and location sufficient for identification)

The name of the party to whom said labor, services, equipment or materials were furnished or are to be furnished is:

Murphy Pacific Enterprises

Dated June 28, 1973

Homer J. Olsen, Inc.
(name of person or firm furnishing labor, service, equipment or materials)

By Henry W. Moorehead Treasurer
(signature) Henry W. Moorehead (title)

2726 Lynch Way, Union City, California 94587
(street address)

(city) (state) (zip code)

This Notice is Sent Pursuant to Section 4210 of the California Government Code.
(It may also be utilized to send to Bonding Companies pursuant to Section 4209.)

NOTED
C. W. HEAD

RECEIVED
JUL 3 - 1973
OREGON
STATE HIGHWAY COMMISSION

PUBLIC AGENCY COPY

ANALYSIS OF SENATE BILL 594

(Sections 1193 C.C.P. and 4210 G.C.)

1. **WHO GIVES NOTICE?** Anyone who wants to assert mechanics' lien or stop notice rights on a construction job (except the original contractor or a workman performing day labor for wages. Certified architects, registered engineers, and licensed land surveyors are, by complying with the preliminary notice provisions herein, included as those who furnish labor and materials with respect to architectural, engineering, and surveying services furnished, or to be furnished.

2. **WHO GETS THE NOTICE?** On private jobs, the notice goes to (1) the owner, (2) the general or prime contractor, (3) the construction lender. On public jobs, the notice goes to the public agency and original contractor. (3a) The name and address of the construction lender required to be given notice can be obtained from the application form for a building permit kept on file and open for inspection in the city or county issuing the building permit.

3. **CONTENTS OF THE NOTICE.** (1) A general description of the labor, services, equipment or materials furnished, and to be furnished; (2) the name and address of the claimant; (3) the name and address of the person who contracted for the purchase of such labor, services, equipment or materials; (4) a description of the jobsite sufficient for identification; (5) a statement that if bills are not paid in full for labor, services, equipment or materials furnished, or to be furnished, the improved property may be subject to mechanic's liens. (May attach a separate invoice for materials.) (6) If an invoice for such materials contains the information required by the preliminary notice, a copy of such invoice, transmitted in the manner prescribed for the preliminary notice, shall be sufficient notice. The construction lender's copy of the notice must also contain an estimate of the total price (unit or lump sum) of the labor, services, equipment or materials to be furnished to the project.

4. **TIMING OF THE NOTICE.** On private work, the claimant may give his notice at any time during the progress of the work of improvement. However, the claimant may not lien or stop notice for the value of any of the labor, services, equipment or materials furnished to the jobsite more than 20 days before service of the notice. On public jobs, stop notice rights are lost forever if the notice is not given within the initial 20-day period.

5. **HOW THE NOTICE IS SERVED.** The notice can be served either by hand delivery or by mail or at an address recorded with the county recorder in a mortgage, deed of trust, or other instrument securing a loan, and bearing the designation "Construction Trust Deed." Mailing may be either by first class, registered or certified mail. If the mailing is by registered or certified mail, the notice is considered served on the day when it is deposited in the mail. Otherwise the notice is effective only when delivered to the address of the party to be served. (Registered or certified mail is recommended.)

The notice can either go to the residence or business address of the party to be served, or notice may be given to the address of the party to be served shown on the building permit, or, if the address of the party to be served is not actually known (and cannot with reasonable diligence be ascertained), the notice may be mailed to the jobsite with the name of the party to be served; or, if the name of the party to be served is not known, the notice may be addressed to the "Owner", the "Construction Lender", or the "General Contractor" at the jobsite.

6. **CONSEQUENCES OF FAILURE TO GIVE NOTICE.** A claimant who fails to give timely notice on a public job loses his stop notice rights; on private jobs, lien and stop notice rights start as of 20 days prior to notice. Also, where the contract price to be paid to any licensed subcontractor or a particular work of improvement exceeds four hundred dollars ($400), the failure of that licensed contractor to give the notice provided for constitutes grounds for disciplinary action by the Registrar of Contractors.

6-1-70

7276

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OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

June 21, 1973

Mr. John L. Beaton
Materials & Research Engineer
Division of Highways
5900 Folsom Blvd.
Sacramento, California 95819

Re: Flexural Testing of
Epoxy Asphalt,
Fremont Bridge
Contract #7276

Dear John:

The surfacing material to be used on the orthotropic portion of the Fremont Bridge is based on the epoxy asphalt formulation used on the San Mateo-Hayward Bridge. The testing procedures specified by PBQ & D include a test for flexibility under dynamic loading. Your Bob Stoker confirms that this test is essentially the same as the test which you performed for Bay Toll Crossings on San Mateo. We are not presently equipped to perform this test and would appreciate your assistance in this regard.

Our specifications require that the specimens shall withstand a minimum of one million cycles of repeated loading without cracking or other failure of the surfacing. The load specified is 1000 pounds at five cycles per second at the center of a 12-inch span. Specimens consist of 2½-inches of epoxy asphalt bonded to a 4 by 18-inch plate of 1/2-inch A588 steel. The steel was blasted to white metal with a 1½ mil anchor pattern and coated with 3 mils (dry) of inorganic zinc.

Bob Stoker says the load is somewhat different than that which you used in testing for San Mateo and isn't too sure that he can get up to 1000 pounds. Our Bridge Section feels that loading and span length different than that specified but which would provide the same bending moment would be satisfactory. Also, Bob didn't

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

feel that he could get started on the testing for about 30 days. This would be no problem as far as our people are concerned.

Please let me know if you can perform this testing for us, and if you can I will send the three specimens. Billing should be to this office.

Very truly yours,

JCJ

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: H. S. Coulter
W. J. Hart
R. N. Bothman
R. D. Cunningham

7276

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 20, 1973

Mr. Paul W. Poppe
Cytronics
P O Box 392
Ames, Iowa 50010

Dear Mr. Poppe:

Fremont Bridge
Frost Detection System

On April 18, 1973, we sent an inquiry to you requesting more information on the bridge deck detector equipment units that you have assembled for the Iowa Highway Commission. This request evidently has been lost.

We would very much like to receive plans, specifications, price, warranty, and delivery data on these units. We are interested in using these units in conjunction with ice warning signs to be installed on the Fremont Bridge in Portland, Oregon. We are tentatively thinking about three to four units.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC/ag
cc E. S. Hunter

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7276

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE June 19, 1973

TO R. N. Bothman
Metro Engineer Attention A. C. Harwood

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Provisions for Maintenance Access and Inspection
Fremont Bridge
Contract 7276

The problem of access to the steel superstructure for both maintenance and inspection has been the subject of some recent discussion.

There are a number of the access locations which we feel do not provide adequate protection for personnel utilizing these access points.

In addition, there is an access platform and ladder detailed to provide access between the upper and lower decks at PPs 11.

It would appear that this access ladder serves little purpose other than emergency access between the two decks in the event that the approach roadways are blocked.

I believe it would be appropriate if you would review the overall problem of access to this structure with a thought toward recommendations on what additional safety features should be provided and which existing ladder facilities might be eliminated.

WJH/ag

cc H. S. Coulter
~~E. L. Hardt~~
Ray Stose

RECEIVED
JUN 20 1973
Office of
Assistant State Highway Engineer

L 7276

ES Hunter's

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 19, 1973

NOTED
E. S. HUNTER

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FROM Walter J. Hart
Bridge Engineer

Walter J Hart

SUBJECT Structural Steel Corrective Work
Fremont Bridge
Contract 7276

The status of the remedial work at PP 14 and several other locations, which was the subject of your June 8, 1973, letter, is as follows:

1. The transverse welds between the tie girder and arch rib at PP 14 have been removed in the critical areas of the arch rib webs. We believe that additional efforts to remove this weld further may result in damage to the tie girder flanges. The contractor has been furnished details for bent plate replacements of both the top and bottom flange transverse welds. These plates will be fabricated and installed under an Extra Work Order as soon as the iron workers are available.

2. The steel filler slugs in the bottom flanges have been removed and the grinding substantially completed. Some polish grinding may still be necessary.

3. The steel filler slugs in the top flanges have not been removed. These slugs in A-36 top flange are not as critical as those in the bottom flange. These slugs should be removed before the bottom deck slab is poured.

4. Grinding of the open slots is only partially completed. Additional finish grinding remains to be done.

5. In addition to the work at PP 14, there is finish work to be done at PP 10 and at a number of the bottom flange hanger slots in the

NOTED
E. S. HUNTER

center span. These are areas in which the surface finish in the radius at the ends of the slots is outside the specifications and must be corrected.

6. We have reviewed the problem of the bottom flange-web fillet welds at the "rat hole" near PP 14. At this location there were 1/2-inch fillet welds on each side of the 1-inch web plate. The inside fillet weld was put on over the bottom flange slug. The steel slug was subsequently removed. Most of the inside 1/2-inch fillet weld was removed along with the slug for a length of approximately 18 inches. The net result is almost no fillet weld along the inside web face in this area. The void observed under the "rat hole" is only the area where the fillet has been completely removed.

Under the contractor's erection procedure with the span on the barges the web buckling and bearing stresses exceeded the allowable stress in the original 1/2-inch plan web thickness. To overcome this condition, the contractor increased the webs to 1-inch. The 1/2-inch weld on the outside face of the web is adequate to transmit shear between the bottom flange and web under the final stress condition.

WJH/ag

cc E. S. Hunter
H. S. Coulter
A. E. Johnson
R. N. Bothman
R. O. Cunningham
L. Silano

7276

5

June 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, Price Agreement No. 18

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The Agreement covers cadmium plating high-strength bolts which will be used to connect metal parapet sections to the upper deck and each other. This work is necessary to allow easier repair of parapet sections which are damaged in the future.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Bridge Engineer along with the justification of costs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 8, 1973.

Your approval as of May 8, 1973 is requested.

JK:bb
Attach.

7276

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June 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, Extra Work Order No. 10

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The Order covers installation of access hole covers at various locations throughout the structure. These covers will prevent pigeons from entering the access holes thereby eliminating the need for future cleaning of them.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 6, 1973.

Your approval as of June 6, 1973 is requested.

JK:bb
Attach.

7276 6758

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

NOTED
H. S. COULTER

DATE June 13, 1973

TO MEMO TO THE FILE

FROM ALLAN C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT Contract 7276

Several schemes for illumination of the Fremont Br. Arch have been tried. The first, illumination of the arch rib with lights placed outside the arch, did not produce a satisfactory result to low angle of incidence. To use this method the lights would have to be located some distance outside from the arch rib.

The lights (2-1000 Watt luminaire units) were then relocated to shine on the struts between the arch ribs. This outlined the shape of the arch and in my opinion and the opinion of others who viewed it produced a good appearance. This illumination attempt was also viewed by Mr. Bothman and Mr. Baldwin.

If illumination of the arch is deemed desirable, I suggest this type installation with lights mounted on the portals be utilized.

The effect of roadway illumination is difficult to predict. We therefore plan no further action until roadway illumination is activated.

rr

cc: H. S. Coulter ✓
R. O. Cunningham
W. J. Hart
C. T. Keasey

METROPOLITAN ENGINEER
RECEIVED
JUN 14 1973
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

7276

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(ES GOVERNMENT

norandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97310

DATE: June 13, 1973

In reply refer to: 10-35-DA

ECT: Oregon I-405-8(17)303
Fremont Bridge Section, Stadium Freeway

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

NOTED
A. E. JOHNSON

Reference is made to Mr. Young's letter of May 25, concerning State Force Order No. 9, Supplemental #2. Reference is also made to my previous memoranda dated March 15 approving the original order, and April 6 approving Supplemental #1.

The use of State Forces to prepare a viewing area for the center span lift is approved as being in the public interest under the provision of PPM 21-6.2. This work is of interest to many people in the Portland Area and to visiting dignitaries. These provisions are considered a public service and are beneficial to maintaining an "informed public."

Federal participation will be based on actual cost and limited to the pro rata charge of $5,500.00. The estimated total costs of the work to be done under the original State Force Order and the Supplementals is $8,000.00 with Federal participation of $4,950.00. A copy of the approved supplemental order is attached. This confirms our verbal approval of January 24, 1973 to proceed with work under State Force Order No. 9.

for G. L. Green
Malach

Attachment

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
JUN 18 '73
REFER TO
Young
FOR
Info Inves R/D P/R Sign Act File

cy Courter

G-1P (Dock Repair / Grading)

105 (Rev. 8-70)

STATE G-1M (Temp Lighting)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7276

Order No. 9 supplement #2

Section Fremont Bridge

Date May 12, 1973, 19

Highway Stadium Freeway

F.A.P. No. I-405-8(17)303

County Multnomah

Prefix 626-1013

Account No. 269-09

Description of Work To Be Done: Repair an existing dock and smooth the land area adjacent to the dock to provide a viewing of the engineering aspects of the erection of the center span of the Fremont Bridge. Also install temporary lighting to insure safe access to the area at night.

Malach

Location by Station Numbers: Upstream from station FB^3 350+72

Estimate of Quantities and Costs: All required --------------- $ 3,000.00

$ 5,000.00 Original
3,000.00 Additional
$ 8,000.00 Total

Explanation: It is necessary th have a location where the engineering aspects of the lift of the center span can be observed to determine that it is proceeding to plan.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$29,359,902.30
Present estimate of project cost, including $3,000.00 for work under this order	$28,709,863.19
Expected under-run ~~XXXXXXXX~~ (amount)	$ 650,039.11
Expected under-run ~~XXXXXXXX~~ (per cent)	2.2

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

6-12-73 5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-405-8(17)301
Fremont Bridge Remedial Work
Panel Point 14

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

#1276

Messrs. Tokerud and Schell inspected the Fremont Bridge structure June 6 and found that the remedial work at the critical locations of Panel Point 14 as described in Mr. Johnson's March 1 letter and Mr. Hart's February 23 memo to Mr. Cunningham had not been completed. This work should be finished at an early date to insure adequate correction and inspection. This will also protect against ultimate fatigue cracking. Please request the contractor to proceed on with this important phase of the remedial work necessary at the junction of the arch with the tie girder.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. - 6-12-73

NOTED
H.S. COULTER

NOTED
A. E. JOHNSON

6/13/73

Coulter - Please expedite this work
and advise FHWA when completed.
AEJ

6-12-73
Bothman
THA
cy Keasey
Hart

7276 5

June 11, 1973

Mr. Albert Jon Peterson, AIA, AIP
337 N. E. Bridgeton Road
Portland, OR 97211

#7276

Dear Mr. Peterson:

I have a copy of your May 17 letter to Mr. R. O. Cunningham, our Resident Engineer on the Fremont Bridge, pertaining to the color and the lighting of the new bridge.

After considerable study, we selected the color of Celadon Green for both the approaches and the main span of the Fremont Bridge rather than utilizing our standard lighter green which we have used for many years. We believe the Celadon Green will be pleasing and will also be conducive to lighting effects if we can develop them.

At the present time, we are making a study of definitive lighting which would provide a silhouette of the bridge at night and are hopeful that we will be able to develop a pleasing system of lights.

We appreciate your comments and your suggestions and I am sure if you will keep in contact with Mr. Cunningham, he will be most happy to keep you informed of our progress. Please feel free to offer suggestions at any time.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

bc F. B. Klaboe
W. S. Coulter (enc.)
[illegible] Hunter
Walt Hart "
R. N. Bothman "
R. O. Cunningham

ALBERT JON PETERSON · ARCHITECT
332 NE BRIDGETON RD 289.8033
PORTLAND . OREGON 97211

RECEIVED
STATE HWY ENGR
MAY 25 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

MAY 17, 1973

RECEIVED
JUN 22 1973
Resident Bridge Engineer

R. O. CUNNINGHAM
RESIDENT ENGINEER
OREGON HIGHWAY DIVISION,
METROPOLITAN SECTION
P.O. BOX 13160
PORTLAND, OREGON 97213

NOTED
A. E. [illegible]

NO
F. B. KLABOE

DEAR BOB,

THE OREGON STATE HIGHWAY DEPARTMENT, THE RESIDENT ENGINEER, AND THE CONSULTANT DESIGNERS MUST BE COMMENDED FOR THE DESIGN QUALITY OF THE FREMONT BRIDGE. THE CLARITY OF STATEMENT, STRUCTURAL ECONOMY, GRACEFUL AND INTERESTING FORM COMBINE TO MAKE THIS ONE OF THE FINEST IN PORTLAND'S UNIQUE COLLECTION OF BRIDGES. ALSO, YOUR PUBLIC RELATIONS EFFORTS DURING THE RAISING OF THE CENTER SPAN ARE TO BE NOTED.

I WOULD LIKE TO OFFER SUGGESTIONS FOR THE COLORING AND LIGHTING OF THE NEW BRIDGE.

SINCE THE FREMONT IS OF SUCH OUTSTANDING DESIGN, COMPARING IN VISUAL INTEREST WITH THE STEEL, HAWTHORNE, AND ST. JOHNS, A STRONGER COLOR OF PROTECTIVE PAINT MIGHT BETTER DEMONSTRATE THE DESIGNER'S COMMITMENT AS WELL AS PROVIDE GREATER SILHOUETTE DEFINITION BY DAY AND DURING LOW LIGHT CONDITIONS OF DAWN AND DUSK. I WOULD SUGGEST AN INTENSE, MEDIUM-HIGH VALUE GREEN LIKE HIGHWAY INFORMATION SIGNS. THE LIGHTER GREEN IS PROBABLY HISTORICALLY MORE APPROPRIATE FOR THE ST. JOHNS, WHILE THE BLACK, YELLOW OCHER, AND RED HUES, ONCE SUGGESTED BY ARCHITECT LEW CRUTCHER, ARE WELL SUITED FOR THEIR RESPECTIVE BRIDGES.

RECEIVED
JUN 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

THE VISUAL DELIGHT AND DESIGN SINGULARITY OF THE BRIDGE COULD BE GREATLY EXTENDED AT NIGHT BY ILLUMINATING AT LEAST THE SOUTH, IF NOT BOTH ELEVATIONS. A SIMPLE TRACE OF LIGHTS OUTLINING THE GRACEFUL ARC IN THE NIGHT SKY SEEMS THE MOST STRAIGHTFORWARD (AND APPROPRIATE TO THE ARCH FORM) WAY TO ENHANCE THE TWO DIMENSIONAL PATTERNING OF THE ELEVATION. THIS WOULD ALSO MINIMIZE THE LIGHTING ANOMALLY WITH THE OTHER BRIDGES. DOUBLE CIRCUITING AND LIGHT OUTLETS COULD BE EMPLOYED TO REDUCE MAINTENANCE. THE LIGHTS COULD BE LOCATED AT THE JUNCTURE OF THE VERTICAL TENSION MEMBERS WITH THE COMPRESSIVE ARCH, AND FOR VISUAL CONTINUITY, SHOULD EXTEND BELOW THE ROADWAYS ALL THE WAY TO THE FOUNDATIONS. A SUPPLEMENTAL LIGHT SOURCE SUCH AS A VERTICAL UP WASH FROM FLOOD LIGHTS WHERE THE ARCS CONVERGE AT GROUND POINT MIGHT BE ADDED.

A VARIATION WOULD BE THE USE OF SPOT LIGHTS DIRECTED FROM THE ARCH DOWNWARD TO WASH THE TENSION CABLES. THE CABLES COULD HAVE A LIGHTER VALUE, MORE REFLECTIVE PAINT. THE DAYTIME IMAGE OF STRONG ARCH WITH BARELY VISIBLE CABLES WOULD REVERSE AT NIGHT WITH CABLE ILLUMINATION STARTING AT THE ARCH AND FADING OUT TOWARD THE ROADWAY. COULD BE EXCITING.

FLOODLIGHTING MIGHT BE EXPLORED BUT CARE SHOULD BE TAKEN SO THAT LIGHT SPILL DOES NOT CREATE A POOL DISTRACTING FROM THE GLOW OF THE C.B.D., AND SO THAT FLOOD LIGHT DIRECTION IS NOT BLINDING TO ROADWAY AND RIVER TRAFFIC. AS THE BRIDGE IS A DYNAMIC ARTERY RATHER THAN A STATIC MONUMENT, I THINK THE SCALE OF TOTAL FLOODLIGHTING WOULD BE TOO GREAT.

I AM VERY PLEASED WITH THIS STRUCTURAL ADDITION TO THE METROPOLITAN TRAFFIC SYSTEM AND THIS ARCHITECTURAL ADDITION TO THE URBAN FABRIC.

THANK YOU.

SINCERELY,

Jack Peterson

ALBERT JON PETERSON
AIA, AIP

AJP:CF

7276

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

Attention Mr. H. A. Schell

RECEIVED
JUN 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7276

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
E. S. HUNTER

SUBJECT Fremont Bridge Superstructure
Strain Gage and Cable Load Readings

Attached are the initial results of the scratch strain gage readings at Panel Points 3 and 14 and the results of the suspender cable harmonic road test. This information is sent to you for your information and review. Additional test readings are to be taken after completion of each of the remaining principal erection phases.

Our comments on the test results to date are as follows:

Strain Gages at Panel Point 3

Comparison of change in stresses, as recorded by the gages and as computed in the flanges of the arch rib and tie girder, are shown. The results in the arch rib flanges compare reasonably.

Results in the bottom flange of the girder do not compare so well. We feel that one or all of the following might be factors affecting the outcome.

1. This portion of the tie girder was replaced with a new section on the west back span after the back span erection was almost complete. Although a procedure was adopted to keep the moments in the section unchanged, it is questionable as to what degree this was obtained.

2. Theoretically the arch rib extends to Panel Point "0". Due to the depth of tie girder and arch rib members, the arch rib terminates at Panel Point 3. For analysis, a stiff vertical member is used at Panel Point 3 between the tie girder and arch rib. The theoretical moments in the tie girder might be slightly off from the actual values.

3. Falsework supporting the tie girder in the back span was placed about halfway between the gages and Panel Point 4. Theoretically the tie girder should have cleared the falsework by 1/8" after the center span was lifted. Actually the tie girder dropped about 1/4" after the removal of falsework.

The discrepancy in arch rib readings are low due to low moments in the member. The moments in the tie girder are high.

'Scratch' Gages at Panel Point 14.

In all, three gages were used. The gage on the north tie girder top flange plate on the west end of center span gave good results. Sheets showing gage readings and computed results show close agreement while loaded on barges. The gage readings during lifting of center span are lower than predicted.

The gage on the north tie girder bottom flange plate on the west end of center span was bumped during the early stage before the span was loaded on the barges. A sheet showing early recordings is enclosed. The readings have not proved helpful.

The gage on the south tie girder top flange plate on the west end of center span was activated while the deck plate was unbolted and the tie girder held up in air by a barge crane during the correction of dimension discrepancy of tie girders center-to-center spaning. The logs on the actual loads applied to the tie girder are not available. So far we have not been able to interpret readings of this gage and correlate them with theoretical values.

All three gages were reactivated again on April 16, 1973 after they were inactivated on April 3, 1973.

Suspender Cable Loads

The cables on the center span were thumped by hand individually and the frequency of wave was determined. A linear variable differential transformer (LVDT) was used to detect the motion of the cable. This data was fed to a magnetic penmotor driving a graphical chart at a known constant speed. The frequency of wave was determined from this graphical chart.

The effective cable length through which a wave traveled to and from was determined by deducting the ineffective lengths from the actual lengths. The ineffective length of a cable was determined sensing by hand the point at which no motion occurred.

Recordings of frequency of waves and the loads derived from them for all the suspender cables are enclosed for your information.

Frequency of wave in cables were determined at deck level, 2.5 feet and 5 feet above the deck level to determine if there was a variation in the readings. The values remained the same regardless of the location on the cable. Thus all the readings were taken about 2.75 feet above the deck plate.

The variation of loads in the four cables at any panel point is much more important than the actual value.

This variation is caused by the following factors:

1. Error in cable length.

2. Error in locating the bearing plate for the dable sockets during fabrication.

3. Presence of kinks in some cable due to present light loads. In the completed structure these loads will increase by more than 100%.

The next set of readings are scheduled after all steel is erected and prior to pouring of the concrete deck for the lower roadway.

KAK:dh
Enclosures

cc E. S. Hunter
L. H. Young
V. E. Skoog

7276

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE June 8, 1973

TO Mr. R. O. Cunningham
Resident Bridge Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Fremont Bridge Superstructure
Contract 7276

Several questions have arisen relative to the lower deck concrete slab on the Fremont Bridge.

1. The 1" open joints in the lower roadway parapets where the deck slab is continuous should be filled with a poured joint sealer to at least the height of 3" to keep surface runoff out of the joint.
2. The rail supports for the concrete deck screed may be welded to the top flanges of the exterior stringers except in tension areas. A 1 1/4" clearance between the top of the pipe support and the finished deck surface is acceptable since this is the shoulder area.
3. The contract plans require the top flange of the floor beams to be embedded in the concrete deck with a fillet formation that starts 3" from the face of the flange. Since the contractor is using the stay-in-place deck forms, this detail may be revised to eliminate the 3" horizontal projection of concrete outside the flange edge. The fillet should be provided starting at the top of the outer edge of the flange. Any structural steel surfaces which are exposed due to revision would have to be painted.
4. We have reviewed the question of the support angles for the stay-in-place forms where they extend 5/8" into the nominal deck thickness. We do not believe that this creates any problem.
5. We are enclosing a sketch that shows the reinforcement required in the 3' approach deck slab adjoining the expansion joints. We would suggest that welded studs be provided on the flanges of the ring beams to give a positive anchorage for this small segment of concrete deck. Copies of the other drawings relating to this detail are also enclosed for your information.

WJH:dh
Enclosures
cc H. A. Schell /w/ encl.
R. N. Bothman /w/ encl.
H. S. Coulter
E. S. Hunter

cy Keasey Ahlin Hardt. —

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

7276

5

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

Noted
GEORGE M. BALDWIN

June 4, 1973

copy Klaboe

George M. Baldwin
Administrator of Highways
Highway Division, Highway Bldg.
Salem, Oregon 97310

7276

Dear ~~Mr. Baldwin~~ George:

As you requested, the Department of Environmental Quality Laboratories and Applied Research Division has evaluated the samples of ISOLV, which you proposed for use on the Fremont Bridge in lieu of Calcium Chloride, for ice control.

The ISOLV data indicated on attachment 1 show the chemical to be biodegradable in the normal metabolic processes of the environment. When used in the concentrations and in the manner specified, this chemical will not cause environmental damage to the Willamette River.

It must be pointed out, however, that the tests performed in the laboratory indicate a biochemical oxygen demand (BOD) of 360,000 mg/l, an ammonia nitrogen of 6,000 mg/l, and a Kjeldahl nitrogen of 120,000 mg/l on the undiluted product. Therefore, great care must be exercised in making application to avoid instantaneous runoff or spills.

We believe that at the application rate of 2 gallons per 1,000 square feet as proposed (attachment 2) that river flows and runoff rates from the bridge will be such that no significant effects will be noted in the Willamette River.

Sincerely,

DIARMUID F. O'SCANNLAIN
Director

Cof to Bob Wright
6-18-73

Enclosure

WCW
pkw

RECEIVED
JUN 8 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

DEQ-1

ISOLV® DATA

PHYSICAL PROPERTIES:

Appearance:	Clear Liquid	
Color:	Green	
Density:	9.68 lb/gal. 9.78 lb/gal.	(20° C) (0° C)
Viscosity:	7.0 cps 11.9 cps	(20° C) (0° C)
Crystallization Point:	-20°C	(-6° F)
Flash Point:	128°C	(262° F)
Fire Point:	152° C	(305° F)

CHEMICAL PROPERTIES:

Composition: A liquid organic formulation containing freezing point modifiers and corrosivity inhibitors.

Effect on Metals: Metal test coupons of aluminum, magnesium, cadmium plating, hydrogen embrittlement of steel, and brass were immersed in the solution for seven days with less than 10 mg. weight loss in all tests.

Effects on Rubber: Rubber strips were immersed in the ISOLV fluid for a period of over three months with no softening, swelling, change in elasticity, or weight loss.

Effect on Silicone Gaskets: Silicone seals (gaskets for centerline lighting fixtures) were immersed in the ISOLV with no softening, swelling, change in elasticity, or weight loss.

Effect on Asphalt Concrete: Cylinders of asphalt concrete were immersed in ISOLV for three months with no softening, swelling, or solubility as evidenced by lack of measurable discoloration of the test solutions.

CHEMICAL SPECIFICATION:

pH value (at 20° C) for a 10% aqueous solution	8.2 ±0.2
Ash content (ignited at 700-750° C) % w/w	0.015 max.
Sulfur compounds (as S), % w/w	0.010 max.
Halogen compounds (as C1), % w/w	0.001 max.
Phosphate compounds (as P), % w/w	0.001 max.
Nitrate compounds (as NO_3), % w/w	0.001 max.

FOR MORE INFORMATION
ON KAISER ISOLV®
CONTACT THE KAISER OFFICE
NEAREST YOU, OR WRITE
KAISER AGRICULTURAL CHEMICALS
ICE SOLVENTS DEPARTMENT
P. O. BOX 246
SAVANNAH, GEORGIA 31402

OFFICE LISTINGS:

ALBANY REGIONAL OFFICE
POST OFFICE BOX 1228
ALBANY, GEORGIA 31702

FLORIDA REGIONAL OFFICE
POST OFFICE BOX 2619
TAMPA, FLORIDA 33601

WILMINGTON REGIONAL OFFICE
POST OFFICE BOX 3126
WILMINGTON, NORTH CAROLINA 28401

INDIANA - OHIO REGIONAL OFFICE
RURAL ROUTE NO. 3
LIBERTY, INDIANA 47353

ILLINOIS - IOWA REGIONAL OFFICE
POST OFFICE BOX E
SULLIVAN, ILLINOIS 61951

WEST CENTRAL REGIONAL OFFICE
A.M.F. BOX 30209
MEMPHIS, TENNESSEE 38130

KAISER TRADING COMPANY
POST OFFICE BOX 488
OAKVILLE, ONTARIO, CANADA

LET US HELP YOU SOLVE
YOUR ICING PROBLEMS

KAISER
AGRICULTURAL
CHEMICALS

ISOLV is a TRADE MARK of KAISER AGRICULTURAL CHEMICALS, P.O. Box 246, Savannah, Georgia 31402.

Attachment 1

SOLVE YOUR ICING PROBLEMS WITH ISOLV®

ICE SOLVENT PRODUCTS

1.

KAISER
ISOLV

ISOLV IS THE NEW LIQUID DEICER
DEVELOPED FOR USE ON AIRPORT
RUNWAYS AND TAXIWAYS

KAISER
AGRICULTURAL
CHEMICALS

ISOLV®
KAISER'S ICE SOLVENT PRODUCTS

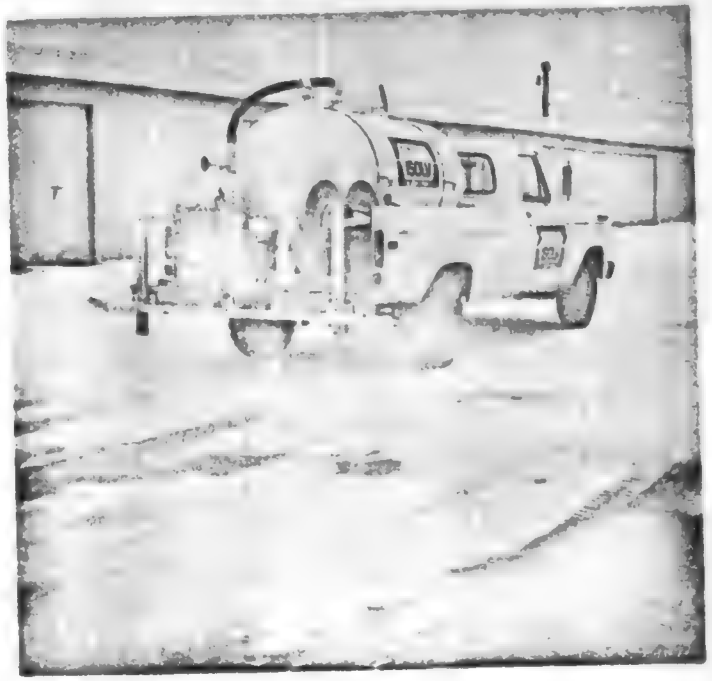
Kaiser Agricultural Chemicals has developed a new concept in chemical deicers, called ISOLV. ISOLV remains liquid and easy to apply even when stored at sub-zero temperatures. ISOLV also offers superior ice melting and low temperature performance characteristics.

Kaiser's ISOLV acts to penetrate cracks and crevices in ice or snow and breaks the ice-pavement bond which permits easy removal of the resultant slush by mechanical means. When applied as an anti-icing agent before freezing occurs, ISOLV prevents the formation of this ice-pavement bond. Independent tests have proven that ISOLV will not increase the slipperyness when applied to either bare or icy surfaces.

Kaiser's ISOLV was originally developed as an airport runway deicer and many rigid requirements had to be satisfied. Corrosion testing covered a wide range of materials including aluminum, magnesium, cadmium plating, hydrogen embrittlement of steel, brass, and acrylic plastics, both with and without stress. In addition, tests have shown Kaiser's ISOLV to have a very low ash content on complete combustion and to be safe on portland concrete, asphalt concrete, rubber, steel, and plastics. Kaiser's ISOLV has met all standards required for use on airport runways.

ISOLV is a completely biodegradable nitrogen compound.

ISOLV® IN ACTION



BEFORE

AFTER

ADVANTAGES OF ISOLV®

- • • Excellent ice melting properties – the effective us point is -6° F in the product's concentrated form With the addition of a small amount of water, ISOL can be used at temperatures as low as -50° F.
- • • Very low corrosive action – with the ability to act an inhibitor, even where chloride salts have previous been in use on airport access roads for a long time, th effectively reducing corrosion of reinforcing steel bridge decks and other high value structures.
- • • Minimum environmental damage – based up ISOLV's complete biodegradability and natural m abolic utilization by both plant and marine life.
- • • Economical application concepts – technical assista using Kaiser developed methods of application to tain maximum effeciency from ISOLV including:
  1. Applicator equipment – Kaiser's many year experience in fluid applications is now avail to you in the deicer field. Specialized tr mounted applicator equipment has been desig and field tested.
  2. Airport - automatic application systems automatically apply ISOLV to airport run and taxiways.

ISOLV®

KAISER'S ICE SOLVENT PRODUCTS

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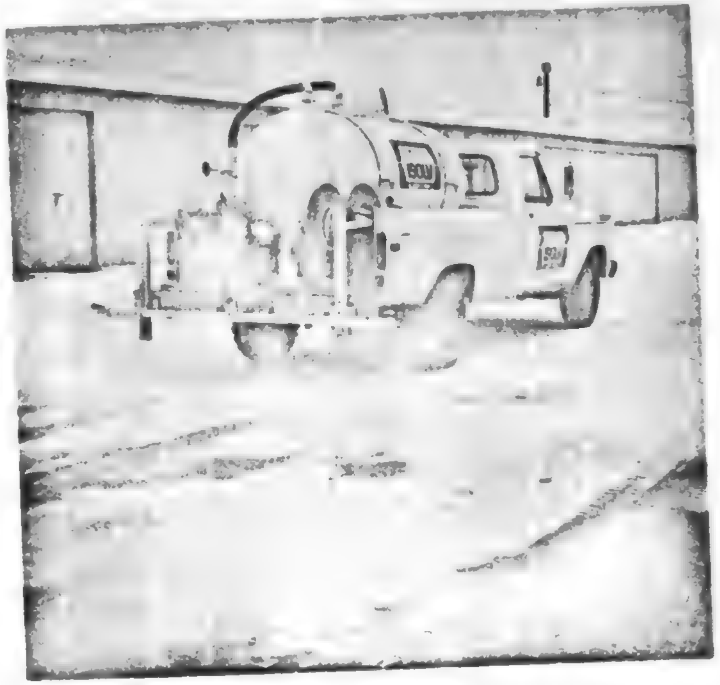
ISOLV® IN ACTION



BEFORE

AFTER

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2. Airport - automatic application systems - automatically apply ISOLV to airport run and taxiways.

Attachment 2
5 /73 - AWH

Evaluation of ISOLV-Polyurethene Antifreeze for use on bridges

Assuming:

1) Bridge area - 60,240 ft^2
2) Application rate - 2 gallons/1000 ft^2
3) Runoff rate - 50% in two hours
4) River flow - 40,000 cfs
5) BOD - 360,000 mg/1
6) NH_3-N - 6,000 mg/1
7) Kjeldahl-Nitrogen - 120,000 mg/1

Then:

Total applied $\frac{60,240}{1000}$ X 2 = 120.5 gallons

Two hour runoff 120.5 X 0.50 = 60.24 gallons

Concentration in river:

40,000 cfs = 0.646 MGD X 40,000 = 25,640 MGD

25,640 MGD - 12 = 2,137 MG/2 hr.

$\frac{60.24 \text{ gallons}}{2,137,000,000 \text{ gallons}}$ X 360,000 = 0.011 mg/1 BOD

If 100% runoff in one hour into a stream of 20,000 cfs, it would increase the BOD by 0.1 mg/1. Therefore, if care is exercised in making the application to minimize instantaneous runoff, it could be used with little harmful effect.

7276

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

May 31, 1973

Mr. Benjamin McCanna
316 N. E. 60th Avenue
Portland, Oregon 97213

#7276

Dear Mr. McCanna:

Your recent letter asked that I not stand in the way of your attempts to name the so-called Fremont Bridge after John F. Kennedy. This structure is on the Interstate Highway System and federal regulations prohibit any reference to an individual in the official name, which is the "Interstate Route I-405 Crossing of the Willamette River in Portland, Oregon." This official name is m more meaningful to motorists unfamiliar with bridges in the Portland area.

The name "Fremont" has been used unofficially since the early 1940s when the original engineering studies for the crossing were made. It was so named because of the proximity to North Fremont street on the east approach.

Sincerely,

Governor

TM:dr

bcc: Highway

NOTE
F. B. [illegible]

RECEIVED
STATE HWY ENGR
JUN 11 '73
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FOR
Info | Answer | R/D | D/R | Sign | Act | File

COPY

RECEIVED
JUN 8 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
MAY 15 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NAME CHANGE
TO J.F.K.

5.14.74 McCanna to Highway

Hwy

B MCCANNA
316 NE 60TH AV
PORTLAND OR 97213

Portland Ore
May 13-1973

Dear Governor McCall.

Just a note— To Tell you—I have tried for Some Time To name the Fremont Bridge for John F. Kennedy. I hope you will not Stand in the Way; if I Succeed.

MAY 1

Sincerely
Benjamin McCanna

G.E.J.

RECEIVED
STATE HWY ENGR
MAY 15 '73
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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RECEIVED
MAY 16 1973
BRIDGE DIVISION

NAME CHANGE TO J.F.K.

RECEIVED
MAY 15 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

5.14.74 McCanna to Highway

B MCCANNA
316 NE 60TH AV
PORTLAND OR 97213

Portland Or
May 13-1973

Dear Governor McCall.

Just a note— To
Tell you—I have tried
for some time to name
the Fremont Bridge
for John F. Kennedy.
I hope you will not
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Sincerely
Benjamin McCanna

MAY 1

46J

RECEIVED
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RECEIVED
MAY 16 1973
BRIDGE DIVISION

7276

Mat 4 5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 26, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

x 7276

FROM Walter J. Hart
Walter J. Hart
Bridge Engineer

Cy- Edwards
Kadas
6-2-72

SUBJECT Out-of-state Structural Steel Inspection Costs

Attached is a tabulation showing structural steel inspection costs on certain contracts as performed by outside agencies.

The tabulation also shows an estimated cost for inspection using Oregon State Highway Division personnel. The tabulation indicates that inspection by Oregon Highway personnel would be slightly less than the cost actually incurred except in two instances. Inspection by the State of Utah on Contract 7539 was at an exceptionally low rate of $2.95 per ton. This is considerably below our estimate for inspection by Oregon state personnel and probably reflects the fact that several projects were being fabricated simultaneously. Inspection by Pittsburgh Testing Laboratory for Contract 7389 was done in Japan at a rate of $17.50 per ton. Our estimate for inspection by Oregon state personnel in Japan is slightly higher at a rate of $~~16.40~~ 19.50 per ton.

The following items were used in estimating inspection costs by Oregon State Highway personnel:

A. Inspector's basic salary plus 27% payroll burden.

B. Expense account allowance of $15 per day.

C. Transportation costs.

D. Miscellaneous Expenses.

E. Supervising engineers' periodic on-site inspections.

Under Item C, Transportation costs, it is assumed the inspector would use an Oregon State Highway Division vehicle while on the job and to transport himself to and from the fabrication plant, providing the plant is within the continental United States. One hundred dollars per month is allowed for use of the state-owned vehicle. In Japan a rate of $200 per month is used. This is lower than the price quoted by commercial rent-a-car companies.

NOTED
A. E. JOHNSON

However, it is felt that transportation arrangements in Japan can be made within the amount allowed. Travel to and from Japan by air is also included.

RWE:ag:dh
Attachment

cc John Jenkins
J. H. Wood

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STRUCTURAL STEEL INSPECTION COSTS

Following are inspection costs for several selected projects.
PTL = Pittsburgh Testing Laboratory

Contract	Name	Inspector	Type	Cost	Estimated Cost for Oregon State Inspection
7151	Tualatin R.-Pacific Hwy.	Calif.	Fab.	15.00/Ton	$13.44/Ton
7276	Fremont Superstructure [Str. Steel only - no castings. Fab. in Calif. & Indiana]	PTL	Fab.-Paint	9.91/Ton	11.84/Ton
7337	LaGrande	Northern Testing Boise	Fab.	18.22/Ton	13.21
7539	Richland Int.-S.Baker Int.	Utah	Fab.	2.95/Ton	14.32
7389	Gladstone Int.-Oregon City [Fab. in Japan]	PTL	Fab.-Paint	17.50/Ton	19.50

5

7276

May 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 9 Supplemental #2

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This order provides additional funds to complete the repair work on the existing dock and smoothing out of the adjacent land to provide a viewing area during the raising of the center span of the bridge. Also included are additional funds to complete the temporary lighting for the area.

Copies of the Engineer's letter of explanation are attached.

This work is considered in the public interest as this work is of interest to many people in the area and to visiting dignitaries, and will provide a public service in maintaining an "informed public".

The estimated cost of this supplemental order is $3,000. Federal participation will be limited to the funds expanded for dock repair and grading work. All costs for temporary lighting are non-participating.

This additional funding was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 21, 1973.

The original order covering this work was approved by your office effective January 24, 1973.

Your approval as of January 24, 1973, approval date of the original order, is requested.

Attach.

[illegible]:dg

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 18, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge
Price Agreement No. 14

7276

FROM : G. L. Green, Division Engineer

TO : Mr. George H. Baldwin, Administrator of Highways
Salem, Oregon

#7216

[illegible]

Mr. Klaboe's February 15, 1973 letter requested that we modify the method of computing the amount for Federal participation in Price Agreement No. 14 from that stated in our December 20, 1972 memorandum. Mr. Klaboe's suggested approach has been reviewed and is quite logical and we will use it for a basis of payment.

We have reviewed the Resident Engineer's records in support of the hypothetical repair costs and have made some small changes. The revised estimated cost of repair is $455,880 to which the reduction factors of 17% and 7.04% were applied.

As a result of this review we approve Federal participation in Price Agreement No. 14 as follows:

Agreed Cost: Price Agreement No. 14	$5,305,075
Less Profit and Responsibility	104,138
Total for Computing Required Federal-aid Participation	$5,200,937

GLGreen
G. L. Green

RECEIVED
ST[illegible] HWY ENGR
MAY 21 '73
REFER TO Coulter - cy Hunter - cy Hart
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

orig. - 5-21-73

NOTED
A. E. JOHNSON

cy Klaboe 5-31
cy Consl. Metro

5

7276

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

[illegible]

May 7, 1973

NOTED
A. E. JOHNSON

Mr. Alpo Tokola
Project Manager
Murphy Pacific Corporation
5051 N. Channel
Portland, Oregon 97217

Mr. Robert O. Cunningham
Resident Bridge Engineer
Oregon State Highway Division
P.O. Box 13160
Portland, Oregon 97213

7276

Dear Al and Bob:

Thought you might like to have a representative collection of the news stories surrounding the recent raising of the Fremont Bridge center span for your scrapbook of accomplishments. Obviously, the enclosed package is only a documentation of the event by the areas newspapers. It is a little difficult to record the more than 50 hours of local and national television news time, the abundant radio time, or the many national news and technical magazine accounts.

The entire event was a press man's dream. About once a year, every honest p.r. man looks forward to forgetting the more esoteric problem-solving issues and, instead, just play "flak man." We had a good time and, in retrospect, have taken much pride in our efforts. We surely could not do that without your excellent cooperation. I'll let the bridge-building experts compliment you on the engineering achievement. But, I insist on laying on the accolades for your part in the public relations effort. It was super.

The 20-minute documentary film is expected out of the lab shortly. It, too, is an outstanding documentation of your engineering acumen. We'll keep in touch on its availability.

Best Regards,

Gary

Gary L. Sund
Public Affairs Director

RECEIVED
STATE HWY ENGR
MAY 7 '73
REFER TO
FOR
Info
Inves
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DIR
Sign
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File

RECEIVED
MAY 11 197
Office of
Assistant State Highway Engineer

GLS:jr

Enclosure

cc: **George Baldwin, F. B. Klaboe, A. E. Johnson, Walt Hart, R. N. Bothman, J. J. Earley**

FORM 2-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7276 Salem, Oregon

DATE May 2, 1973

TO Mr. R. O. Cunningham
Resident Bridge Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Fremont Bridge Superstructure
Contract 7276

NOTED
A. E. JOHNSON

There are a number of miscellaneous items relative to the superstructure contract which have come under question recently. I will attempt to clear up as many of these as I can in the following.

The subcontractor for the lower deck concrete work has requested a review of the deck pour schedule to eliminate the short deck pour adjacent to the expansion dams at Panel Points L0, L5 and L13. We have no objections to the elimination of the short deck pour adjacent to the expansion dams at L5 and L13. This approval should be contingent on the contractor proving that he can produce a smooth riding surface across the joint. We do not believe that the deck pour adjacent to the L0 joint should be combined with the remaining deck pour.

We have reviewed the contractor's submittal relative to the increase in stress in the structure due to the use of stay-in-place forms on the lower deck. The stresses are within the percentage tolerance which we had previously established. The use of the stay-in-place forms from a stress standpoint is acceptable to this office.

In his April 5, 1973 letter, Mr. Silano discussed the situation of the web tie girder hanger where it passes through the flange slots at Panel Point 10. We have reviewed the situation from a stress standpoint and do not feel that the existing detail presents any problems which warrant removal of the two-inch section of web hanger as shown on the sketch from Mr. Silano. We have discussed this with Mr. Silano and he concurs that while it would have been desirable to have had a radius in this section in the original fabrication, the problems presented in obtaining this at this time do not warrant such action. The rough slots which exist at Panel Point 10 and at a number of the other hanger points in the structure must be corrected as required by the project specifications.

You were previously furnished details for a bent plate to cover the slots and transfer lateral loads at the bottom flange at Panel Point 14. Parsons, Brinckerhoff, Quade & Douglas are preparing a sketch for a similar plate arrangement to cover the slots in the top flange.

Please contact the contractor and obtain a price for installation of pigeon screens where required. As soon as a cost for this work is obtained, it should be taken up with the Federal Highway Administration for their concurrence. Since time is becoming a factor in this project, please give this item priority.

Some time ago we discussed having some work done with spotlighting of the arch rib for aesthetic effects during the dark hours. I would appreciate a report on what progress has been made on this matter.

WJH:dh

cc A. E. Johnson
E. S. Hunter
H. S. Coulter
R. N. Bothman
H. A. Schell

RECEIVED
STATE HWY ENGR
MAY 3 '73
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

7276

s

AUTOMOBILE CLUB OF OREGON
600 S. W. MARKET STREET
PORTLAND, OREGON 97201

April 27, 1973

Noted
GEORGE M. BALDWIN

Hon. Tom McCall
Governor
Executive Offices
Capitol Building
Salem, Oregon 97310

Dear Gov. McCall:

Frank Branch Riley, long known as "Oregon's one-man ambassador," as a result of his more than 30 transcontinental travel lecture trips in this country, has been associated with travel and highway development in Oregon for more than 60 years!

Mr. Riley was one of the charter members of the old Portland Automobile Club, the predecessor of the present Automobile Club of Oregon. While the exact date of his affiliation with the Club has been lost in antiquity, it is known that he was the first chairman of the Club's Traffic Safety Committee in 1909 and inasmuch as this was the first such organization of the kind in the state, he stands as the first citizen leader in the traffic safety movement in Oregon.

Because of his some 64 years of association with travel development, highway development and traffic safety in Oregon, Mr. Riley seems to us to have achieved a truly historic role in this field in Oregon.

It now has come to our attention that the Portland Rotary Club, of which Mr. Riley is a long-time member, has suggested that a fitting tribute to his almost-life long dedication to Oregon's development would be to designate him to be the first person to cross the Fremont Bridge upon its dedication.

The Auto Club agrees wholeheartedly with this suggestion and we respectfully urge your support for this proposal. We believe it would be a recognition highly deserved and one that would give Mr. Riley tremendous pleasure.

Thank you for your consideration of this suggestion.

Cordially,

L. R. Knepper
General Manager

LRK:dn

cc: Mr. Glenn Jackson

RECEIVED
MAY 1 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

5

THE DEPARTMENT OF THE TREASURY
BUREAU OF CUSTOMS
PORTLAND, OREGON

7276

April 20, 1973

REFER TO
PT03R0003400

F. B. Klaboe
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

In connection with a official investigation being conducted by this office, it is requested that you furnish Special Agent James C. McCarthy an itemized list to determine costs incurred by the State of Oregon in the construction of the Fremont Bridge, Portland, Oregon.

The list should include itemization of costs of design, construction, consultant's fees, and any other related charges. It is also requested that copies of all correspondence between the Oregon State Highway Department its contractors and consulting firms in regard to the design and construction of this bridge be furnished to Special Agent McCarthy.

Sincerely yours,

Oscar W. Polcuch
Oscar W. Polcuch
Senior Resident Agent

Handed to Klaboe
during meeting in his
office 4-23-73

5-1-73
Jy Fetterman
Ed Wandt

McCarthy
Steele
Pabst

REFERRED Johnson
STATE HIGHWAY ENGINEER

Cy to Hunter - Coulter
4-23

Please cooperate to the
fullest. FBK.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 23 '73
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

REPLY TO: SPECIAL AGENT IN CHARGE, PORTLAND, OREGON 97209

File

5

THE DEPARTMENT OF THE TREASURY
BUREAU OF CUSTOMS
PORTLAND, OREGON

April 20, 1973

REFER TO
PT03R0003400

7276

F. B. Klaboe
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

#7276

Dear Sir:

In connection with a official investigation being conducted by this office, it is requested that you furnish Special Agent James C. McCarthy an itemized list to determine costs incurred by the State of Oregon in the construction of the Fremont Bridge, Portland, Oregon.

The list should include itemization of costs of design, construction, consultant's fees, and any other related charges. It is also requested that copies of all correspondence between the Oregon State Highway Department its contractors and consulting firms in regard to the design and construction of this bridge be furnished to Special Agent McCarthy.

Sincerely yours,

Oscar W. Polcuch
Senior Resident Agent

4-23-73

Messrs McCarthy - handed letter during
Steele meeting in Klaboe's
Pabst Office -

RECEIVED
STATE HWY ENGR
APR 23 '73
REFER TO
FOR
Info Inves R/D DIR Sign Act File

REPLY TO: SPECIAL AGENT IN CHARGE, PORTLAND, OREGON 97209

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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

7276

Salem, Oregon
April 13, 1973

SUBJECT: Fremont Bridge
"Scratch" Gage Readings
Contract #7276

To: Mr. Walt Hart
Bridge Engineer
OFFICE

NOTED
H. S. COULTER

Attached are "Scratch" gage readings on the top and bottom flanges of the center span, west end. The gages were installed several days before the center span was placed on barges for movement to the bridge site. The read out disks were removed on April 3 for reading. They will be replaced to obtain additional record over the next few months.

The record generated by the gage placed on the bottom of the top flange of the south tie girder is considered to be fairly reasonable and free of anomalies. On the other hand, the record generated by the gage on the bottom flange of the north girder is questionable. In addition to the knowledge that the gage was disturbed some time after March 11, the scratch pattern shows that there was lateral instability or some other problem such that, rather than a single line pattern, the gage generated a three-dimensional etching resembling a weld bead. The record developed by the gage on the top flange of the north girder is considered to present a fair picture, considering only the quality of the scratch pattern.

More experience needs to be gained with these gages to determine what their problem areas are and how they may be avoided.

JOHN C. JENKINS
Engineer of Materials & Research

Attachment

JCJ:mb

cc: H. S. Coulter
R. N. Bothman
R. D. Cunningham

NOTED
H. S. COULTER

RECEIVED
APR 16 1973
Office of
Assistant State Highway Engineer

Form E-40

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Fremont Bridge South Side Top Flange Center Span West End

48" Gage length 4-5-73

(SW Corner of Center Span lifted at time of installation.)

Δ elong"	Δ Stress	"/"	psi	Δ elong"	Δ Stress	"/"	psi
0.0400	+	.000835	24,220*	.0020	+	.0000415	1,220
.0085"	−	.0001765	5,120	.0015	−	.0000314	900
.0015	−	.0000314	910	.0005	+	.0000104	290.
.0015	−	.0000314	910	.0035	−	.00073	21,170
.0020	+	.0000415	1,200	.0030	+	.000627	18,180
.0025	−	.0000520	1.510	.0015	−	.0000314	900
.0020	+	.0000415	1,200	.0015	+	.0000314	900
.0015	−	.0000314	910	.0005	−	.0000104	290.
.0010	+	.0000208	600	.0030	+	.000063	1,830
.0065	+	.0001355	3,930	.0090	−	.000187	5,420
.0075	−	.0001560	4,520	.0095	+	.000198	5,740
.0035	+	.0000730	2,120	.0070	−	.000146	4,230
.0050	−	.000104	3,020	.0020	+	.0000416	1,220
.0100	+	.000208	6,030	.0250	−	.00052	15,080
.0050	−	.000104	3,020				
.0050	+	.000104	3,020				
.002	+	.0000420	1,220				
.0035	−	.0000730	2,120				
.0100	−	.0002080	6,030				
.0080	−	.0001670	4,840				
.0100	+	.0002080	6,030				
.0080	−	.0001670	4,840				
.0030	+	.000063	1830				
.0050	−	.000104	3,020				
.0055	+	.0001145	3,340				
.0020	−	.0000415	1,220				

Gage Installed 3-9-73

Gage removed 4-3-73

* At the time the gage was installed the "Elizabeth" was picking up the southwest corner of the structure. The initial stress of 24,220 psi is due to the relaxation of this load, we believe.

Changes in stress (Δ stress) in the tensile direction are shown +; in the compression direction are shown −.

Form E-40-

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET ………… OF ………… SHEETS

Fremont Bridge Top Flange North Girder Center Span West End
.48" Gage length

Δ Elong.	Δ Stress	″/″	psi
.0025	+	.000052	1,510
.0035	−	.000073	2,120
.0110	+	.000230	6,670
.0060	−	.000125	3,620
.0095	−	.000198	5,740
.0030	+	.000063	1,830
.0015	−	.000031	900
.0011	+	.000023	670
.0010	−	.000021	610
.0003	+	.000062	1,800
.0410	+	.000855	24,800
.0075	−	.000156	4,520
.0040	+	.000084	2,440
.0110	−	.000230	6,670
.0035	−	.000073	2,120
.0100	+	.000208	6,030
.0060	−	.000125	3,620
.0015	−	.000032	930
.0015	+	.000032	930

Gage Installed 3/8/73
Gage Removed 4/3/73

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

Fremont Bridge Bottom Flange North Girder Center Span West End
30" gage

Δ Elong.	Δ Stress	"/"	psi
.0020	−	.000067	1,940
.0015	+	.000050	1,450.
.0015	−	.000050	1,450.
.0020	+	.000067	1,940
.0045	−	.000150	4,350
.0100	+	.000333	9,660

Note: Some time after March 11 the end of the gage was bumped. It is not readily apparent what effect this had on the readings, but they may have been disturbed.

Gage Installed 3/8/73
Gage Removed 4/3/73

S

7276

7276

April 13, 1973

AIRMAIL

Dr. Atsushi Hirai
Professor Emeritus
University of Tokyo
Department of Civil Engineering
Bunkyo-Ku, Tokyo 113
JAPAN

Dear Dr. Hirai:

I have your letter of April 4 indicating that your study team is interested in visiting the Fremont Bridge the morning of May 16 (Wednesday) and the Astoria Bridge in the afternoon. We will be pleased to make arrangements for your team to visit the Fremont construction site, discuss details of the design and construction, and see movies or photographs of the erection.

I will not be able to attend this meeting; however, Mr. A. E. Johnson, Deputy State Highway Engineer, and Mr. Walter Hart, Bridge Engineer, will be happy to meet with you and accompany you to the bridge site.

If it meets with your approval, I suggest the following schedule for May 16:

9:00 a.m. Meet at the State Highway Metropolitan Office located at 5821 N. E. Glisan Street, Portland, for introductions and a showing of movies or photographs of the erection. Some discussion of the features of the bridge is also possible at this time.

10:30 a.m. Visit the Fremont construction site. Discuss features of the bridge.

This schedule will leave the afternoon free for you to visit the Astoria Bridge, which is approximately 100 miles northwest of Portland, at the mouth of the Columbia River, and will require a one and one half to two-hour drive each way. During

May, there should be enough daylight to allow viewing the structure until approximately 8:00 p.m., if your schedule should require a late-in-the-day visit.

We would be happy to have Mr. Johnson, Mr. Hart, and Mr. Robert Ellison accompany the study team to Astoria. Mr. Ellison was the Resident Engineer in charge of construction for the State of Oregon for the Astoria Bridge and could give you valuable information.

Your interest in visiting our bridges is very much appreciated. Please let me know if the schedule I have suggested is satisfactory to your study team.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc George M. Baldwin
A. E. Johnson
Walter Hart - Please make arrangements for movie or slides.
R. N. Bothman - Please have Metro conference room available.
R. O. Cunningham - Please make arrangements for job site tour.
R. W. Ellison - Please be prepared for Astoria trip

RWE:db ms

UNIVERSITY OF TOKYO

DEPARTMENT OF CIVIL ENGINEERING
FACULTY OF ENGINEERING

BUNKYO-KU, TOKYO 113
JAPAN

RECEIVED
STATE HWY ENGR
APR 9'73
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

April 4, 1973

Mr. F. B. Klaboe
Chief State Highway Engineer
Highway Division
Dept. of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. F. B. Klaboe:

I would like to take the liberty of informing you that I have recently organized the Study Team on Construction of Long Span Bridges, and that this study team is very much interested in visiting Fremont Bridge, as it was indicated to you by Dr. Goro Tanaka of Yokogawa Construction Co. and Mr. Katsuo Yamasaki of Nippon Steel Co. during their recent visit to Portland. I would be very happy and obliged to you if you will accept the visit of the study team at Fremont Bridge.

This study team, which consists of twenty engineers as per the member list enclosed, has the desire to visit Fremont Bridge on Wednesday May 16, 9:00 a.m. - 12:30 p.m. Its itinerary in Portland is as follows;

May 15 (Tue.) at 21:08 p.m. arrival at Portland by UA167

May 16 (Wed.) at 9:00 a.m. visit to Fremont Bridge.
p.m. visit to Astria Bridge

May 17 (Thu.) at 08:30 a.m. departure by UA365

Although we are planning to visit Astria Bridge in the afternoon of May 16, it is not our main aim in Portland and it is not necessary for you to make any arrangement on it. Since Fremont Bridge is our main aim, we may spend more time on Fremont Bridge if necessary and if you suggest so. All necessary transportation will be arranged by our agent, Overseas Industry Research Center. So you do not have to worry about our transportation. However, we would like to ask you to fulfill the following request on Fremont Bridge as much as possible.

1. To visit and see the construction site.

NO
A. E. J[illegible]

2. To hear and discuss on the following points;

   1) Specific characteristics of the Fremont Bridge.
   2) Any difficult experience of the construction.
   3) Any consideration or countermeasure on earthquake.
   4) To see the Movie films or photographs of the erection of the Bridge.
   5) etc.

I would like to enclose the name list of the study team, from which you may find that the members of the study team are all excellent engineers of the leading companies related to the bridge engineering works. I believe that our study team will, with your generous co-operation, have the very fruitful and important time with you. It is also my belief that we may answer your question you may have on what we are doing in Japan, and that our visit to the Fremont Bridge will reinforce our mutual friendship.

Thank you very much for your kind attention, and I look forward to your reply at your earliest convenience.

Yours sincerely,

A. Hirai

Dr. Atsushi Hirai
Prof. Emeritus,
University of Tokyo

Vice President of
International Association
for Bridge and Structural
Engineering (Zürich)

AT/yi

E S Hunter

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7276

Salem, Oregon

RECEIVED
APR 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE April 11, 1973

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge Superstructure
Design Consultant
Panel Point 3 Fracture

# 7276

Today a meeting was held in Mr. A. E. Johnson's office relative to the status of the design consultant's outstanding billings on the subject project. In attendance were Mr. Alfred Hedefine, Mr. Louis G. Silano, and Mr. Ted Kuesel (Parsons, Brinckerhoff, Quade and Douglas) and Mr. A. E. Johnson and Mr. R. W. Ellison (Oregon State Highway Division).

This meeting was requested by Mr. Hedefine and concerned the payment of previously submitted billings and the submission of additional billings for extra work.

These invoices include approximately $4,000 for the work of designing a riveted splice which would replace the welded joint at the machined junction piece, after a crack in a weld at the junction piece was discovered on a barge in Portland, Oregon, in July of 1971, prior to erection. The State requested that the consultant make such a design after the crack was discovered. However, subsequent investigation of the weld indicated minor repair by welding would be acceptable and the splice as designed was not used. The consultant claims this design was extra work, and he should be allowed compensation for same.

Other invoices are for work relative to the redesign of panel point 3 after the fracture of this panel point occurred in October, 1961. Work involved includes investigation of the original design and the production of a new design for the joint at panel point 3. The consultant states he was instructed to make the new design in accord with a sketch submitted to him by the State and claims payment for same.

A discussion followed wherein the State indicated their application to FHWA for participation in the corrective construction work required at panel point 3 was based on an error on the original design of the panel point. It was pointed out that this error included flaws in the metal, a design stress riser, metal installed crossways to rolling, a heat affected zone, welding stresses, and the type steel specified.

NOTED
E. S. HUNTER

Mr. Hedefine stated that all these points have a long story behind them. They involve recommendations and approval by the State and FHWA.

He believes that the lack of charpy impact tests for acceptance of the machine junction pieces, and the fact that the pieces were installed crossways to the direction of rolling are the main contributors to the fracture. He further contends his organization recommended charpy tests for acceptance but that the FHWA and the State rejected this because of the additional cost involved. It is his opinion that because of the involvement of the State and FHWA, his organization is not responsible for any so-called design error.

Mr. A. E. Johnson asked that the consultant submit a report on why they are of this opinion including documentation wherever possible. Mr. Hedefine indicated his willingness to present such a report in the near future.

Mr. Hedefine stated that his people were requested by Mr. Walter Hart to attend a prelifting conference and to be available at the site during the actual lifting of the main span. He indicated that the State should compensate his organization for these visits. Mr. A. E. Johnson indicated billing should be presented to the State for consideration.

Mr. Hedefine stated that they were required to do other work beyond the scope of the original contract, which included such things as checking the continual changes in the erection scheme as presented by the contractor and the checking of the contractor's many corrected and changed computer runs. These checks found many errors, and thus required additional checking of corrected work. It is his contention that the consulting agreeement indicates that such things are to be checked in general, but that the multiple checking required on this project was beyond that considered normal on this type of project and was due to the contractor's unusual erection procedure.

Mr. A. E. Johnson again suggested that billing for work considered to be outside the scope of the contract be submitted for the State's consideration.

RWE/ag

cc E. S. Hunter
A. E. Johnson
W. J. Hart

OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

1276

April 4, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

R/W
23757

AGENDA
[illegible]

1 K

Conditions Governing Premises Entry
File 34213 - Permanente Cement Co.
Russell Street - Curry Street Section
Pacific Highway, Multnomah County

This will confirm Chairman Jackson's March 7 telephonic authorization of a document giving the conditions by which the Kaiser Cement & Gypsum Corporation granted permission to the Oregon State Highway Commission to erect grandstands on their property. This document relates primarily the liabilities and the insurance requirements of this corporation and has been approved by their attorneys and the State's attorneys.

Entry to certain river lots and that property and dock facility on the east side of the Willamette River in the City of Portland was required for the purpose of providing the general public with an area to view the raising into place of the center span of the Fremont Bridge and for the purpose of allowing the State to erect viewing stands and/or platforms and to provide a parking area for the general public.

This matter will be on the agenda for the April 17 meeting for confirmation.

j

cc George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Ross
Gary Sund

7276

7276

April 4, 1973

Mr. Rick Rubin
2147 N.W. Irving Street
Portland, Oregon 97210

Dear Mr. Rubin:

I have read with interest your letter To the Editor in the March 18 edition of THE OREGONIAN suggesting that the public be invited atop the Fremont Bridge some Sunday before it is opened to vehicular traffic.

I, too, think your idea is an excellent one. While we expected considerable public interest in the events surrounding the raising of the Fremont Bridge center span, we were overwhelmed by the attention. It seems only proper that the thousands of interested citizens who followed the progress of the bridge construction from afar, or with the aid of their favorite newspaper, radio or television station, should have an unhurried opportunity to view the spectacular scenery from atop the bridge.

Accordingly, we are making plans to open the bridge to pedestrians on a weekend prior to actual readiness for vehicular traffic. We will look forward to seeing you then.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: Herbert Lundy
Editor, Editorial Page
The Oregonian

bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. N. Bothman
Walt Hart
Bob Cunningham
Gary L. Sand

GLS:dr bw

5

7276

7276

April 4, 1973

Mr. J. Richard Nokes
Managing Editor
THE OREGONIAN
1320 S.W. Broadway
Portland, Oregon 97201

Dear Dick:

Just a short note to express my appreciation for the excellent treatment which your newspaper extended to the events surrounding the raising of the Fremont Bridge center span during the week of March 11.

We are understandably proud of the efforts of the many individuals responsible for performing that notable engineering accomplishment. We are certain that the Fremont Bridge will prove to be an important factor in the improvement of vehicular traffic in and around the city of Portland and a pleasing asset to the metropolitan skyline. We thank you for making it possible for us to share the excitement and pride of the bridge construction with thousands of interested citizens in the Pacific Northwest.

Please extend our appreciation and compliments to the many diligent and creative news reporters and photographers who helped to tell the story.

Sincerely,

George M. Baldwin
Administrator of Highways

SAME LETTER TO:

Mr. Kenneth F. Rystrom
Managing Editor
VANCOUVER COLUMBIAN

Mr. Donald Sterling
Managing Editor
THE OREGON JOURNAL
1320 S.W. Broadway
Portland, Oregon 97201

Mr. Robert Swan, Editor
DAILY JOURNAL OF COMMERCE

Just a short

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
R. H. Bothman
Bob Cunningham
Gary L. Sund

GLS:dr bw

S

7276

7276

April 4, 1973

Mr. Tom Dargen, General Manager
KATU-TV
2153 N.E. Sandy Boulevard
Portland, Oregon 97232

Dear Tom:

Please add my name and several hundred Highway Division employees to the list congratulating KATU for its spectacular coverage of the raising of the Fremont Bridge center span during the week of March 11-17.

I am aware of the sizeable financial and manpower resources which you committed to the week-long operation. KATU is to be applauded for encouraging and responding to the tremendous public interest in that notable engineering achievement. We are understandably proud of the effort of the many individuals responsible for the Fremont Bridge and, in fact, the bridge itself. We thank you for having allowed us the opportunity to share that pride with millions of viewers. It's not often we look so good!

Please extend my compliments and appreciation to Rick Myers, Dick Hawkins, George Semple, Pat Wilkins and the many technical staffers who contributed to the success of the live coverage and comprehensive news reporting.

You may be interested to know that I have penned a short note to my friend, Nicholas Johnson of the Federal Communications Commission, noting your outstanding public service contribution.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
R. N. Bothman
Bob Cunningham
Gary L. Sund

GLS:dr bw

S

7276

March 29, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 9 supplemental

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This order provides additional funds to complete the repair work on the existing dock and smoothing out of the adjacent land to provide a viewing area during the raising of the center span of the structure.

A copy of the Engineer's letter of explanation is attached.

The estimated cost of this work is $3,000 with the Federal Participation in the amount of $2,700. Reimbursement on an actual cost basis is requested.

The original order covering this work was approved by your office effective January 24, 1973. Work under this order was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 24, 1973.

Your approval as of January 24, 1973, approval date of the original order, is requested.

Attach.

BMW:dg

7276

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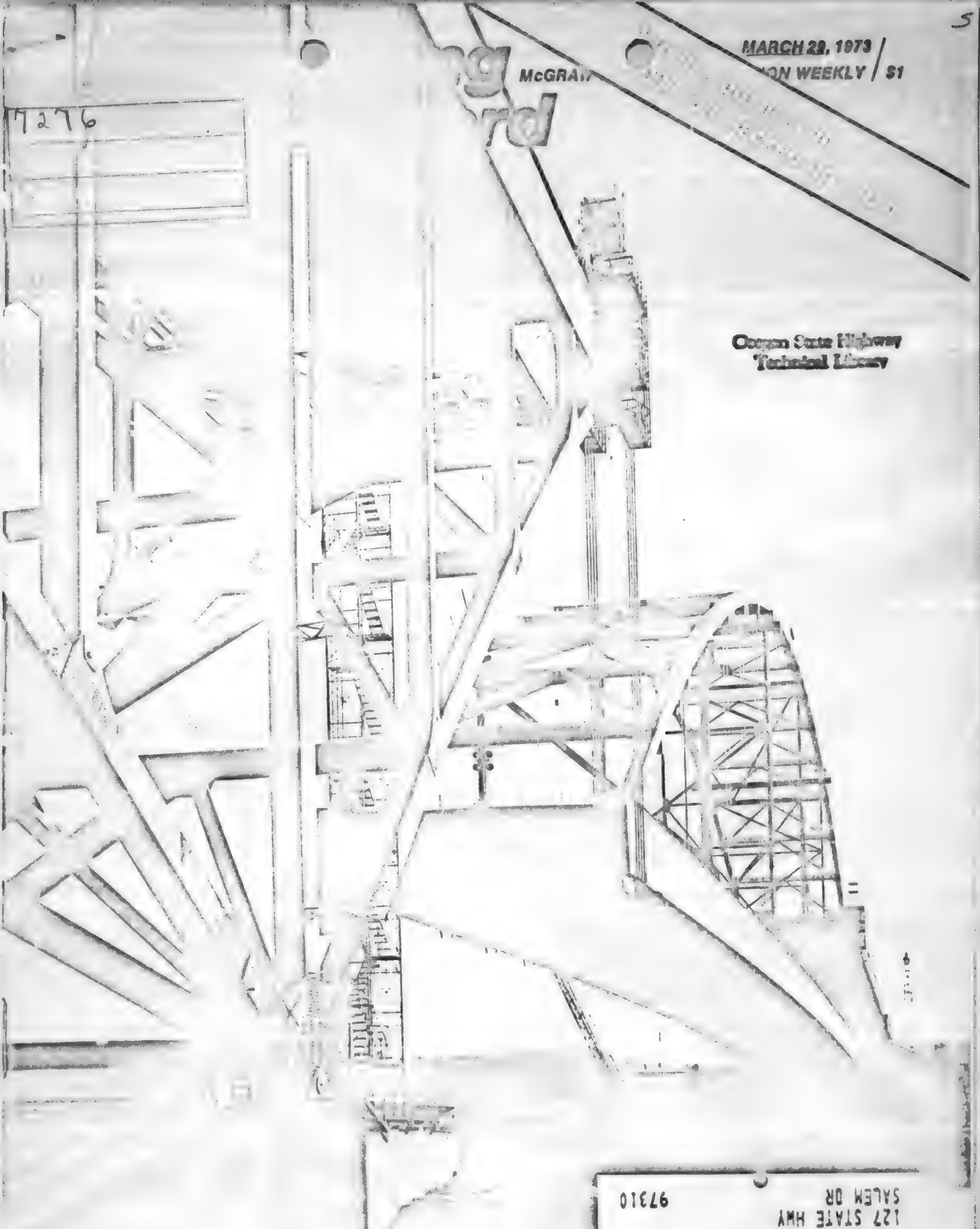
MARCH 29, 1973 / McGRAW ... ON WEEKLY / $1



Oregon State Highway
Technical Library

1620 SAT127 SAO.2 APR74
OR STATE HWY CMM
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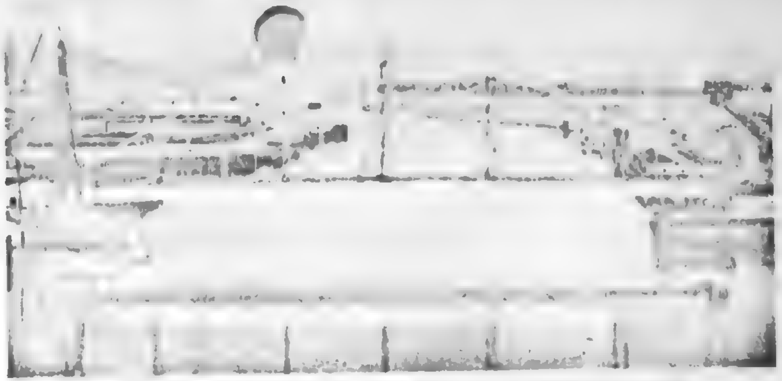
127 STATE HWY
SALEM OR 97310

Barges raise midspan section off bents and position it for . . .



Hoisting 176 ft from the water with jacks on cantilever ends

World's biggest, heaviest lift opens bridgebuilding chapter

A $1-million hydraulic jacking system raised a 6,000-ton bridge section more than 170 ft over the Willamette River at Portland, Ore., in by far the biggest lift ever. Engineers and erectors from around the world who watched the delicate 40-hour operation agreed that it may open a new chapter in erection. "It's among the most ambitious projects in the history of bridgebuilding," said George Baldwin, administrator of the state highway division, which is supervising construction.

The 4-in.-dia rods that raised the 902-ft tied arch midspan were uncoupled and carefully stored away for future use. "Any major high-level bridge might well use this system. Men work better and more safely with their feet on the ground," says William Choate, superintendent for Murphy Pacific Corp. (MPC), Emeryville, Calif., which holds the $28.7-million superstructure contract on the river crossing portion of the Fremont Bridge, designed by Parsons, Brinckerhoff, Quade & Douglas (PBQ&D), New York City.

The heaviest previous lift was cable hoisting a 1,100-ton through truss midspan on the parallel Chesapeake Bay crossing (ENR 12/7/72 p. 30). The equipment for the Portland job was designed and produced by the Wm. S. Pine Division of Templeton, Kenly & Co., Broadview, Ill., which also supervised MPC crews on the operation. "The equipment is extremely sophisticated, hydraulically and mechanically, and has precision machining," says PBQ&D senior vice president Alfred Hedefine, officer in charge of design.

There were eight, 200-ton center hole jacks at each corner of the cantilevered arch sections. Rods extended through them to frames on the midspan below. Universal joints on both the upper and lower frames eliminated bending loads in the rods. Working in 2-ft cycles, a jack thrust up against a nut, pulling the rod up, as an ironworker screwed a nut down against the frame below the jack (see drawing). The lower nut took the load as the jack was lowered for the next thrust. The nuts were split down the middle and held in place by collars so they could be removed to permit rod couplings to pass up through them and the jack. Couplings were staggered so they would pass through adjacent jacks at different times.

The critical part of the operation came as MPC positioned the midspan on barges, with about 50-ft clearance to the banks, and attached the rods to it.

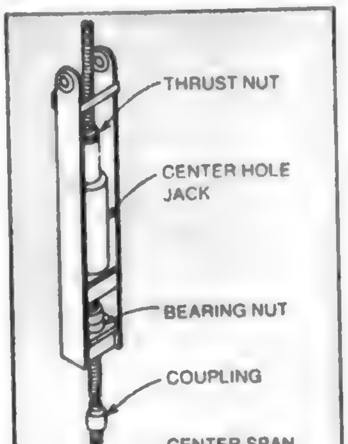
Lifting began late Wednesday night two weeks ago at a rate of about 4 ft an hour and continued without interruption until the section was brought into final alignment Friday evening and temporarily bolted, still bearing on the rods. MPC is closing the 6-in. clearance by jacking one side span forward on steel grillages built into the pier footings. It finished bolting the deep girders on one end last week and expects to complete the jacking and connections on the other end this week.

MPC chose to lift the midspan into position rather than cantilever from the side spans with temporary stays or erect elaborate falsework and consulted with Earl and Wright, San Francisco, on the plan. "Jacking was more economical for us because of our large waterborne equipment," says project manager Alpo Tokola. "A tieback system would have required reinforcement of the side spans and falsework would have restricted navigation in the river for months. With the jacking system, the river was closed to navigation for less than three days." The only comparison of the costs of the different construction methods comes from the original bidding for the project. The one other bidder, at $800,000 more than MPC, planned to use tiebacks.

Record length too. The structure is a double-deck tied arch with a record main span of 1,255 ft between spring points. The section lifted was the central part of the arch with cable suspenders and tie girders, including the 81-ft-wide orthotropic upper deck. The conventional lower deck of reinforced concrete on steel stringers and floor beams has yet to be added to the Interstate 405 crossing.

The previous record tied arch was the 1,200-ft main span of the four-lane

Jacks pull rods and couplings . . .



. . through center holes.

In place after 40 hours, connections are bolted as side span is jacked forward to close.

Port Mann Bridge completed in 1964 across the Fraser River near Vancouver, B.C. (ENR 7/11/63 p. 28).

But the Fremont Bridge is much larger. It's designed for five lanes of traffic on each deck, though it will open with a total of eight plus full-width shoulders. "It was an unusually complex structural analysis," says PBQ&D partner Thomas Kuesel. The engineers first thought they would have to analyze it by conventional methods, which would have been extremely time consuming because it is a highly indeterminate structure, but found that it could be analyzed as a space frame in one of the early applications of the structural engineering system solver (STRESS) computer program developed at MIT, saving months, according to project engineer Louis Silano.

Their main concern was minimizing the size of the arch ribs for esthetic reasons. They are about 4 × 4 ft, while the tie girders are 5.5 ft wide and 18 ft deep, with bottom flanges as thick as 3¼ in., and are continuous over the 2,152-ft length of the structure. MPC elected to fabricate the big welded boxes full depth and deliver them with its heavy marine equipment for bolting up in the field.

The top ½-in. plate deck is integral with the top flanges of the tie girder, making it orthotropic. It has trapezoidal stiffeners and transverse floor beams about 11 ft apart that coincide with diaphragms in the girders. Again because of its big rigs, MPC fabricated the deck in 44-ft sections to the full width of 73 ft. The consultants required that all field splices in the deck be bolted to make sure it would be square and to avoid locking in any additional stresses.

The only design modification required to accommodate the erection scheme was introducing splices where the arch ribs intersect the tie girders in the main span, "through the most complicated part of the bridge," says Hedefine.

At the spring points, the arch ribs each bear on a pair of 40-ton castings interlocked with a 22-in.-dia hinge pin. They sit on heavy grillages topped by machined steel that was covered by paraffin wax to permit jacking the shoes. To close the structure, MPC is using a pair of 400-ton jacks at each bearing on one side. After midspan connections are completed, the contractor will jack the bearings back to redistribute loads calculated for the completed structure.

Atop the end piers there are links that slide in housings, so the entire back span and cantilever sections could be pivoted on the main bearing pins. The sections could move in three directions to align them with the hoisted midspan: pivoting up and down, and moving back and forth or swinging by jacking the main bearings.

Fancy maneuvering. MPC erected the 455-ft side spans on falsework and cantilevered 176-ft main span sections out over the water. It built the midspan on bents near the bank downstream. The center section was ready last summer but could not be lifted into place until connections in the side spans were redesigned and replaced because one of [illegible]em cracked (ENR 1/18 p. 13). The cost of the remedial measures is $5.5 million, partly because of the delay, which put completion off about a year.

MPC planned to start moving the midspan on Monday, Mar. 12, but the river level was a little lower than predicted, requiring overnight dredging for the one of the two large derrick barges that was to float it. As the tide rose on Tuesday morning, water ballast was pumped out, lifting the span.

Winches on the barges took up on cables attached to an anchor and pulled them out into the river, where tugs towed them upstream to a position along the bank. Then the tugs were used mostly to restrain the anchored barges as winches and the river flow swung the span into hoisting position.

With the span aligned in the water, crews lowered the rods and attached them. A console on each side controlled all the jacks, with two hydraulic pumps for each system. A safety valve held pressure on each jack at 5,600 psi, well within the rated limit of 11,000 psi. As the span rose, the jacking crews communicating by radio kept it within a tolerance of 1½ in. transversely and 12 in. longitudinally.

The state highway department set up a parking and briefing area and grandstands for the thousands of local citizens, designers and builders who came to watch. Most prominent were engineers from Japan, where a number of heavy lifts are contemplated. One engineer estimated that there was $20,000 worth of Japanese cameras on the site.

Record lift may be end of bridgebuilding for Murphy Pacific

The Fremont Bridge may be the last Murphy Pacific Corp. (MPC) builds. Fabricated steel imports have driven MPC out of that part of its business, and president Jay P. Murphy is considering offshore oil-platform erection as a new line for the country's only major independent bridge erector.

The company, which gained a reputation for advances in prefabricated, preassembled bridgebuilding, has no jobs lined up after Fremont is completed Oct. 1. MPC has changed since ranking 97 on ENR' list of the nation's top 400 contractors in 1964 with a volume of $31.7 million. Its staff of over 500 has been pared down to 80.

Left with a legacy created by his father, J. Philip Murphy (ENR 3/20/69 p. 141), Jay hasn't picked up any new contracts since his father's death in August, 1970, when the firm had six bridge jobs under way.

MPC, which is 53% owned by San Francisco design-constructor Ets-Hokin Corp. and the rest by Murphy, last summer went out of the fabrication business that was so important when it built many of the major bridges on the West Coast. It still owns 26% of Murphy Pacific Marine Salvage Co.

Jay Murphy

"My father was the most innovative bridgebuilder in the country," says 40-year-old Jay Murphy. "He had a great influence on the way bridges have been built and will be built. I hate to see an end of Murphy as a bridgebuilder on the West Coast. But if there is an end to this kind of business, I would not hesitate to end it."

5

OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1973

RECEIVED
MAR 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

To Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97308

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

#7276

NOTED
E. S. HUNTER

SUBJECT Fremont Bridge
Orthotropic Deck
Frost Prevention

The following information is presented to bring you up-to-date on the progress of developing a frost prevention system for the Fremont Bridge.

Since our submittal to you on August 4, 1972, the following has been done:

1. In early September we talked with Mr. R. C. Edgerton and Mr. Adrian G. Clary of the Highway Research Board in order to get the latest information on deck heating that they were aware of. They responded on September 29, 1972, with names of individuals to contact regarding this problem. In conversations with them they strongly advised against using heating cable imbedded in the deck or wearing surface. They indicated that their service life is limited and subject to high maintenance cost.

2. Review of all current literature on deck heating is being conducted and numerous requests for evaluation and updating of information has been sent to other states, such as New York, New Jersey, California and Pennsylvania.

3. The various systems that have been researched to date by other states or agencies are as follows:

   A. Piped Heated Liquid Systems - Generally used where a ready available source exists. Is slow to respond. When pipes begin to rust through, they are difficult to replace and leaks are difficult to trace.

CC Moehring

NOTED
E. S. HUNTER

B. Atomic Waste Heat - Not feasible or economical at this time. Storage cost and adequate safety protection are a major problem at this time.

C. Heat Pumps (Utilizing subterranean or solar heat sources) - Limited storage capacity and the magnitude of the heat requirement for an adequate snow-melting system necessitates a large and expensive installation. This type of system is more appropriate to a roadway than a bridge deck heating system.

D. Infrared Heating of Deck Top Surface - Not feasible for major highway installations. Have to be installed rather low to be effective. This presents traffic clearance problems. Cost is very high compared to other methods. In addition, the units are effective only when they can be turned on in time to preheat the deck. Otherwise the snow will reflect the rays cutting down considerably the amount of heat transmitted to the snow.

E. Electrical Cable in Overlay - This type of system has had considerable study with varying degrees of success. The biggest problem with this system is its service life. Invariably the overlay cracks due to flexing, et cetera, and eventually moisture gets to the system and causes it to become inoperable. Maintenance cost is generally high due to problems of detection and replacement costs.

F. Under Deck Heating Using Electrical Infrared Heaters - Heating of an air space under the deck by means of infrared heaters has not been done to date as far as we know. It appears to be a favorable solution. Insulation of the enclosure would probably be required to preserve heat. The concrete directly above the heaters may have to be spot-insulated to prevent hot spots which might damage the concrete.

G. Under Deck Heating Using Forced Air - Under deck heating using forced air has been used on the Route 680/580 steel orthotropic deck structure in California. They feel that it is economical and effective. Gas furnaces were used to supply the heat.

H. Deicing Chemicals - The State of New York has used a liquid organic formulation containing freezing point modifiers and corrosivity inhibitors. Tests on this material have shown no effect on asphalts, concrete and elastomeric materials and little effect on metals. It is a completely biodegradable nitrogen formulation. It was originally developed as an airport runway deicer.

The braking conditions are approximately the same as for any comparable water-wet surface. The effective use point of the product's concentrated form is 6°F and is apparently effective for up to two days.

4. Of the systems listed above the most practical and promising are:

   A. Under deck heating using electrical infrared heaters.

   B. Under deck heating using forced air.

   C. Deicing chemicals.

5. We have requested that the Maintenance Section purchase a sufficient amount of chemical deicer to enable an evaluation of the material to be conducted.

   The question as to whether the chemical deicer's will be acceptable to the DEQ was discussed with Mr. Warren Westgarth of DEQ of February 6, 1973. He indicated that if we would send him a sample of the deicer and literature concerning it, he would take a look at it.

   We have received a quantity of Isolv for testing and have sent a sample to DEQ for evaluation and approval.

   If a chemical deicing system is used, we would still employ a frost sensing device in the deck which would be tied into warning signs.

6. We have recently been in contact with the Iowa State Highway Commission concerning a frost detection system they have been experimenting with and are presently thinking in terms of utilizing it or an adaptation of it.

   The design criteria that we have developed to date to provide for frost warning and prevention and ice and snow removal for the upper level orthotropic steel deck system of the Fremont Bridge is as outlined below.

   For a heated deck system the following is required:

Deck surface temperature	34°F
Area enclosed with bottom insulated	
Heat to prevent frost	85 BTU/Ft.^{2}Hr.
(After initial heat-up this could be reduced)	25 Watts/Ft.^{2}

Heat to melt snow and ice under heaviest storms 115 BTU/Ft.^{2} Hr.
34 Watts/Ft.^{2}

System will need a preheat lead time to warm deck to prevent frost formation.

Electrical power to be used as an energy source.

System to be automatically controlled by sensors embedded in wearing surface. Will also have provisions for manual control.

Warning signs to be wired into detection system.

Non-heated system.

Use of deicing chemicals as frost preventative and snow and ice removal.

Frost, snow and ice detection system to be installed to activate warning signs and alert maintenance people to apply deicing chemicals.

Would require close monitoring of weather conditions to enable deicing solutions to be applied when frosting conditions are anticipated. This would not be a new requirement as the Highway Division already keeps close tabs on weather conditions.

In summary there are three possible, practical methods of frost prevention and snow and ice removal: 1) Under deck heating using electrical infrared heaters, 2) Under deck heating using forced air, and 3) Deicing chemicals.

As soon as testing of the chemical deicer has been completed and an evaluation received from DEQ, we should be able to arrive at a decision as to whether we can utilize a chemical deicer system or whether we will need to proceed with a deck heating system.

DOC:jbk

cc: E. S. Hunter ✓

bc: D. O. Christensen
G. C. Teeter
J. H. Wood

5

DEPARTMENT OF
GENERAL SERVICES
BUILDINGS DIVISION

GENERAL SERVICES ANNEX • SALEM, OREGON • 97310 • Phone 378-4660

TOM McCALL
GOVERNOR

7276

File

REFERRED TO
Jack Sollis
BY SECRETARY

For your approval
cecH.

March 26, 1973

7276

Sent invoices to
Acct. 3/29/73
C.H.

C. W. Head, Secretary to Commission
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Please find enclosed an invoice for $100.00 for excess coverage for State vehicles while using the Kaiser Cement and Gypsum Company during the raising of the Fremont Bridge final span.

An invoice for $1500.00 from Marsh and McLennan is also enclosed. This policy was ordered directly by Jack Sollis. However, we had to also increase our coverage with the tort liability carrier for the excess portion only. This is the only invoice which has not been received as of this date.

Please pay both of these invoices directly to the vendor.

Sincerely,

W.L. Reagan

W. L. Reagan
Insurance Management

WLR:jn
Enc.

RECEIVED
MAR 27 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
H. S. [illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7276

Salem, Oregon
March 21, 1973

SUBJECT: Fremont Bridge
Contract #7276

To: Mr. Walt Hart
Bridge Engineer
OFFICE

Herewith Strain Readings on the Fremont Bridge, West Back Span, North Girder, Panel Point 3. See my Memo of March 14, 1973 for actual gage locations. (Values in Micro inches per inch.)

Gage No.	No. Load Reading	Load Reading Series A Date: 3/14/73 Time: 9:45 PM Condition-1600 Ton Load	Change Strain
1	-270	-518	-248
2	-981	-1241	-260
3	-1057	-1193	-136
4	-158	-315	-157
5	+241	+190	-51
6	-475	-554	-79
7	+977	+1095	+118
8	+209	+327	+118
Cal.	0	0	0

(Plus represents Tension, Minus represents Compression)

RECEIVED
MAR 21 1973
Office of
Assistant State Highway Engineer

Load Reading Series B
Date: 3/15/73
Time: 1:15 AM 50F

Gage No.	No. Load Reading	Condition-Full Load West Partial Load East	Change Strain
1	- 270	- 730	-460
2	- 981	-1450	-471
3	-1057	-1314	-257
4	- 158	- 458	-300
5	+ 241	+ 193	- 52
6	- 475	- 542	- 67
7	+ 977	+1217	+240
8	+ 209	+ 435	+226
Cal.	0	0	0

Load Reading Series C
Date: 3/15/73
Time: 3:15 PM 63F

Gage No.	No. Load Reading	Condition-Full Load East & West	Change Strain
1	- 270	- 722	-452
2	- 981	-1425	-444
3	-1057	-1360	-303
4	-158	- 474	-316
5	+ 241	+ 160	- 81
6	- 475	- 559	- 84
7	+ 977	+1238	+261
8	+ 209	+ 462	+253
Cal.	0	0	0

Gage No.	Location	Gage No.	Location
1	Arch Top North	5	Tie Top North
2	Arch Top South	6	Tie Top South
3	Arch Bottom North	7	Tie Bottom North
4	Arch Bottom South	8	Tie Bottom South

Cal. is unstrained gage in arch rib.

J

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: H. S. Coulter
R. N. Bothman
R. O. Cunningham

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

7276

March 19, 1973

IN REPLY REFER TO

10-00.35

7276

NOTED
A. E. JOHNSON

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Al:

We wish to take this opportunity to thank you for your personal attention, your fine cooperation and help toward making the Fremont Lift and Cable-Stayed Bridge mini-seminar a success. The 120 attendees appreciate the tours to the bridge and the privilege of viewing the jacking operations. This required additional work on your part and your staff particularly Bob Cunningham, Walt Hart, and Al Harwood.

We believe the Highway Division accomplished much in the field of public relations. It was no easy task to handle so many people and yet you provided directional signs to and from the bridge site, parking facilities, viewing stand, and the highway display wagon.

Also, thanks for your participation as master of ceremonies at our Wednesday evening banquet.

Very truly yours,

Roy Tokerud

Roy Tokerud, Director
Office of Bridges

cc: Bob Cunningham
Walt Hart
Al Harwood
Oregon Division

RECEIVED
STATE HWY ENGR
MAR 21 '73
REFER TO
FOR

NOTED
F. B. KLABOE

5

FORM 2-99 90M 10-65 SP*23401-734

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7276

Portland, Oregon
March 9, 1973

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Special Report
Fremont Bridge P. R.

To: H. S. Coulter
Asst. State Highway Engr.
Salem, Ore.

State maintenance crews have installed the fence around the viewing area as planned. The parking lost has also been marked out with timbers to park by.

Don Billings is arranging for telephone service in the display trailer.

Indentification badges are prepared and available for the press and V.I.P.'s. Information brochures are available.

Gary Sund is arranging for a boat and a helicopter.

A news briefing was held on March 7.

Jack Davis is preparing a 16mm technical short of the center span being raised.

The cover over the viewing dock will be completed Tues. March 13. The display trailer will be set up in the viewing area March 13.

The Bleachers will be in place March 13.

R. O. Cunningham
R. O. Cunningham,
Resident Bridge Engineer

cc: Enclosed with Weekly Report's

RECEIVED
MAR 12 1973
Office of
Assistant State Highway Engineer

5

7276

March 8, 1973
Salem, Oregon

NOA

Letter Agreement

3-6-73

Gary L. Sund
Public Affairs Director

BUILDING

MISC. CONTRACTS and
AGREEMENTS No. 4680

#7276

At Al Johnson's request, attached is a fully executed letter agreement from Harry Watkins Advertising Productions providing for a documentary film concerning the Fremont Bridge Center Span.

It is our understanding that you will transmit this copy to Mr. Watkins. We have retained a fully executed copy for the Commission's files.

C. W. Head, Secretary

cc A. E. Johnson

NOA 3
3-6-73

SUGGESTED DRAFT FOR MR. KLABOE'S CONSIDERATION

March 5, 1973

Oregon State Highway Commission

MISC. CONTRACTS and
AGREEMENTS No. 4620

Gentlemen:

During the week of March 11-17, the Fremont Bridge center span weighing approximately 6,000 tons will be floated downstream and raised into its final position. The previous maximum lift of this type that we know of was 1,100 tons. Due to the magnitude of this lift, we feel it is desirable to have a documentary film made of the entire operation to be used ~~by~~ for presentation to professional groups, other highway organizations, employees and the general public.

The cost of this film, to be made by Harry Watkins Advertising Productions, will be $10,600. We have the approval of the Federal Highway Administration for Interstate participation as construction engineering.

We request your approval and the granting of the authority to the Secretary to sign the letter agreement for and on your behalf.

Cecil Head
bc A. E. Johnson
H. S. Coulter
Walt Hart
Vernon Skoog
Gary Sund
R. N. Bothman

AEJ:ja

SUND
[illegible]

Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. Gary L. Sund
Public Affairs Director

Dear Sirs:

We are advised that during the week of March 11-17, the Fremont Bridge center span, weighing more than 6,000 tons and stretching 902 feet in length, will be floated upstream from its present site at the Port of Portland's Swan Island Industrial Park and lifted into its final resting place between the existing bridge approaches.

The week-long event will certainly be one of the most complex and ambitious engineering efforts undertaken in the history of bridge building. We understand the Division is interested in the potential for visually documenting this event for use in describing it to professional groups, other highway organizations, employees and the general public.

We submit the following proposal for production of a 16mm documentary film of not less than 15 minutes in length for your consideration.

Our proposal includes planning, research, concepting, filming, scripting, narration, processing, editing and a finished print -- all accomplished without necessity for direct involvement or the furnishing of any equipment or supplies by the Division.

We propose to begin the necessary research during the week of March 4-10. Filming will begin on March 11 concurrent with transfer of the center span to the barges at Swan Island. Filming will continue throughout the week and include the float of the center span upriver to the bridge site, positioning of the span, undertaking of the lift, setting the span in its final position between the existing approaches, activity of the principal personnel involved in the process and such other matters as may be designated by the Division.

All footage will be edited by us and a work print submitted to the Division for its review within 30 days of commencement of filming. A final answer print to include all narration will be produced within twenty-one days of receipt of the approved work print. The release print and negative will become the property of the State Highway Division for use as it sees fit.

The full costs for all work described above is $10,600. We will submit a billing upon completion of the filming for interim payment not to exceed 50% of the full cost. The final billing will be submitted upon completion of the entire project.

I will serve as producer of the documentary and assume full responsibility for the quality of the work and performance of the agreement. I intend to use Micheal VanAckeran and his staff to do the shooting.

I look forward to an indication of your acceptance to this proposal and thank you for having been given the opportunity to submit it.

Yours very truly,

Harry W Watkins

Harry Watkins
Harry Watkins Advertising Productions
Penthouse, Tower Building
Seattle, Washington 98101

Approved: March 6, 1973

A E Johnson
A. E. Johnson
Deputy State Highway Engineer

C.W. Head
Cecil W. Head, Secretary
State Highway Commission

APPROVED
DEPARTMENT OF GENERAL SERVICES
DIRECTOR

5

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1973

1776

7276

SUBJECT: Highway Commission Action
March 6, 1973

To:

R. N. Bothman	Gene Huntley
J. B. Boyd	John C. Jenkins
L. E. George	L. I. Lindas
F. L. Hall	D. H. Moehring
W. J. Hart	C. W. Head
C. T. Keasey	V. E. Skoog
L. H. Young	D. G. Talbot
H. S. Cox	V. D. Wolfe
R. P. Hamilton	Gary Sund
R. E. Royer	

All items on the agenda for the subject meeting were approved with the exception of the following:

Mar 14-2
State

Item 5d covering the design and installation of the air-conditioning system of the present Highway Building in Salem at an estimated cost of $750,000.

This was approved on condition that this amount be recovered upon the sale of the building to the Department of General Services.

The following NOA items were also approved:

Mar 12

1. The 1973 pavement overlay program and rock production program in the amount of $3,928,250.

Con 20

2. The three-way cooperative agreement among R. L. Coats, the Oregon State Highway Division and the Bureau of Land Management for right-of-way fencing of 7.2 miles along the Central Oregon Highway. The State is to furnish 240 posts per mile (totaling 1,730 posts) at a cost of $2,362 which will be charged to Maintenance.

#7276

3. Approved an agreement with Harry Watkins Advertising Productions to prepare a documentary film of the lifting of the Fremont Bridge center span at a cost of $10,600. This has the approval of the Federal Highway Administration for Interstate participation under construction engineering.

A E Johnson
A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc George M. Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
R. B. Sipprell
Roy Olson
Gary Ross
Regional Engineers

5

FORM 8-90

7276

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 6, 1973

TO Memo to the Files

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Panel Point 14
Fremont Bridge
Contract 7276

On January 4, 1973, in a letter to the Federal Highway Administration, I expressed my concern over several design and fabrication details at the junction of the tie girder and arch rib near Panel Point 14, my anxiety being based partially on judgment and partially on stress calculations made by this office. The concern over the Panel Point 14 details may be a conservative approach. Due to past evidence on this structure it was felt that this was the only practical course of action. The date set for the lift of the center span is rapidly approaching. Only a portion of the corrective repairs recommended have been made. The purpose of this memo is therefore to establish for the record what has transpired to date on this subject.

Since January 4 the following actions have been taken. On January 17 I verbally advised Mr. Cunningham that the steel filler slugs in the bottom flanges should be removed and that all the open slots should be ground to the specified finish. These instructions were conveyed to the contractor by letter on January 23. By letter of January 30 the Federal Highway Administration concurred in the recommended corrective work suggested in my letter of January 4. On February 1 I visited the structure for a second look at the problem area. At that time I also advised Mr. Cunningham that the welds across the tie girder flanges should be removed. Radiographs of the top flange filler slugs were also taken on February 1. These radiographs show weld discontinuities in approximately 75 percent of the filler-to-flange welds. The significance of these apparent discontinuities is difficult to determine since the welds were not ground smooth as called for on the approved shop drawings. On February 23 all of the previous instructions relatihg to repairs at Panel Point 14 were confirmed in a letter to Mr. Cunningham.

A finite element analysis has been made of the open slots in the flanges assuming an ideal condition of smooth edges and a semi-circular end on the slot. The maximum theoretical stress riser along the boundary edge of the slot under these assumed conditions is 2.2. This stress riser occurs at the beginning of the semicircular slot end. Under a basic flange stress of approximately 15 ksi, a maximum local fiber stress of 33 ksi [2.2 x 15] could occur. This is a local stress condition no different and of no greater magnitude than occurs around any bolt

RECEIVED
MAR 8 1973
Office of
Assistant State Highway Engineer

hole under the same basic stress. Therefore, the effect of the properly fabricated slots in the flanges is not detrimental.

What we actually have in the slots is a condition considerably different than the ideal conditions assumed. In summary, what exists in the open slots are rough flame-cut, surface-hardened edges with slot end conditions varying from nearly semi-circular to nearly square. Where the slots have been filled with the steel slugs the same conditions exist as described for the open slots plus the further complicating factor of poorly fabricated, square ended, partially welded filler slugs.

It is not practical to analyze the stress in the slots for the actual complex boundary conditions which exist. In order to get some measure of the effect of varying from the ideal conditions assumed, an analysis was made assuming a notch in one edge of the slot. The effect of this theoretical notch was to produce a stress riser of 3.6.

We are not concerned with cracks in the filler slugs or in the filler-to-flange welds themselves. What we are concerned with is the potential for propagation of a crack into the base metal. This would be particularly true in the A588 bottom flange material. It is for these reasons that we recommended that the steel filler slugs be removed and the slots ground smooth.

The details at Panel Point 14 have been viewed in the field by Harry Czyzewski of MEI and Dr. Rice, welding expert for Esso Corp. Both of these men concur in our recommendation on the Panel Point 14 corrective action.

To date only a portion of the recommended corrective work at Panel Point 14 has been done. The welds across the tension flanges in the area of the slots are being removed. Work is progressing on air arcing and grinding out the open slots. Work on these two operations should be completed before the lift. It is apparent that with the limited time left, steel filler slugs in the bottom flange will not be removed prior to the lift. There will be no load transferred to the bottom flange filler slugs during the lifting operation. Their removal prior to that stage of the work is, therefore, not critical. The steel filler slugs should be removed before the span is connected up. If the slugs are not removed before the load is transferred, then the contractor must assume the consequences of their presence.

The contractor worked the weekend of March 3 and 4 on installing the segment of orthotropic deck to strengthen the east end of the center span tie girders. In the process he damaged the deck panel with a 12 to 15 inch longitudinal tear adjacent to the first hat section. The ends of one of the floor beams was also damaged. The effect of this damage, particularly the tear in the deck section and its influence of shear transfer should be evaluated before the lift. It would appear that in his haste to make the lift date, that the contractor may be losing some control over his work.

NOTED
H. S. COULTER

WJH:dh

cc A. E. Johnson
H. S. Coulter
R. N. Bothman
R. O. Cunningham
H. A. Schell

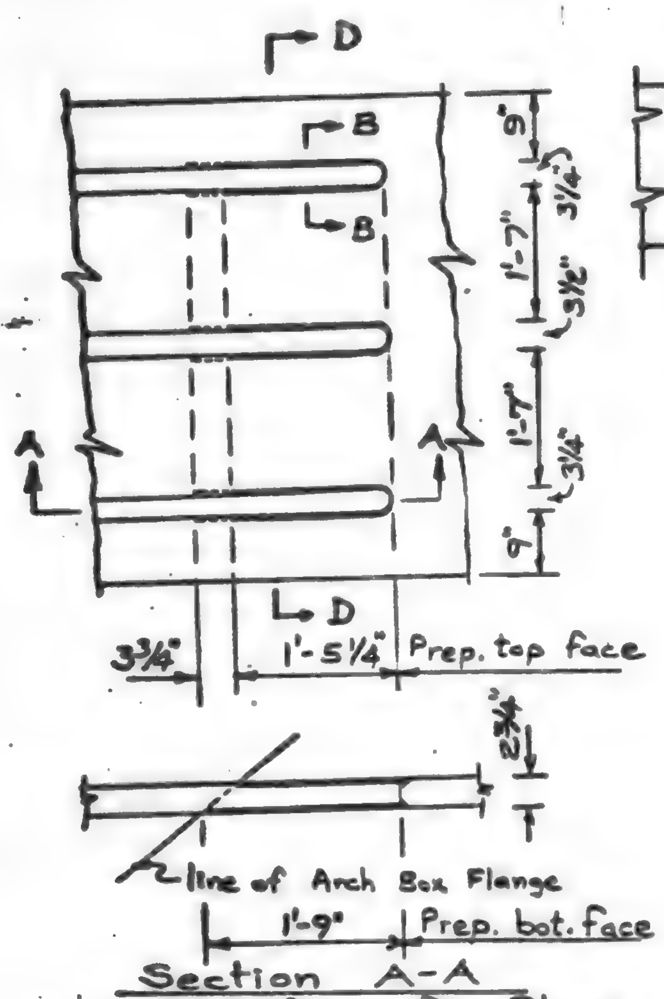
Form E-130—20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet ....

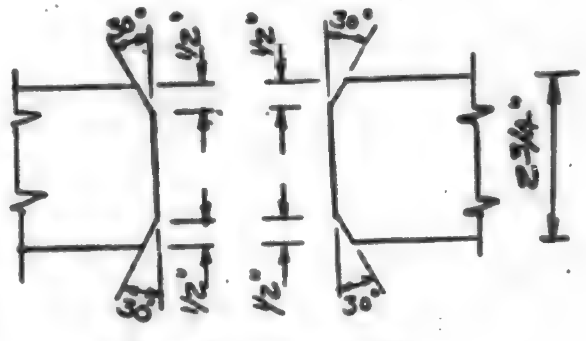
Bridge Fremont Bridge ~ P.P. 14 tie-girder bottom flange PL ...... Mult

Calculations by ...... KAK ...... Date ...... 2-7-1973 ...... Bridge No. 2529

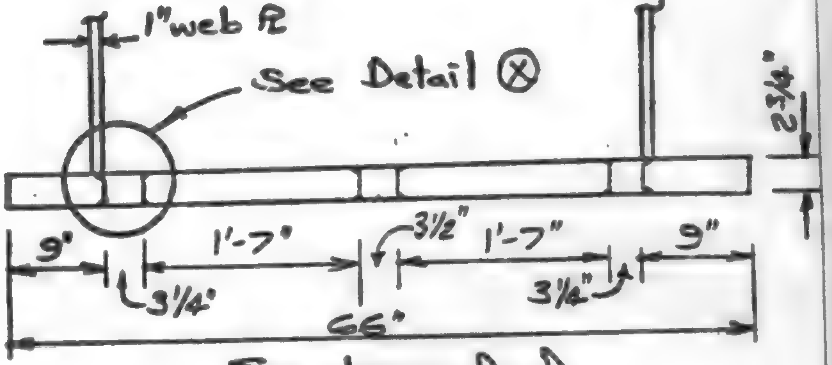

D
B
B
A
A
D
9"
1'-7"
1'-7"
9"
3¼"
3½"
3¼"
3¾"
1'-5¼"
Prep. top face
2¾"
line of Arch Box Flange
1'-9"
Prep. bot. face

Section A-A

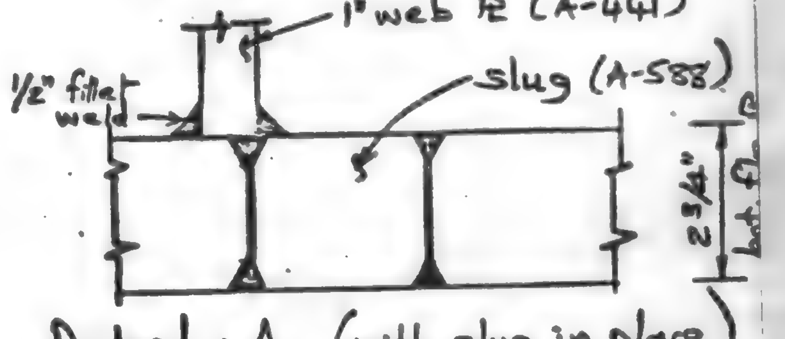
Weld Prep.. for Slugs


30°
½"
½"
30°
2¾"
30°
½"
½"
30°

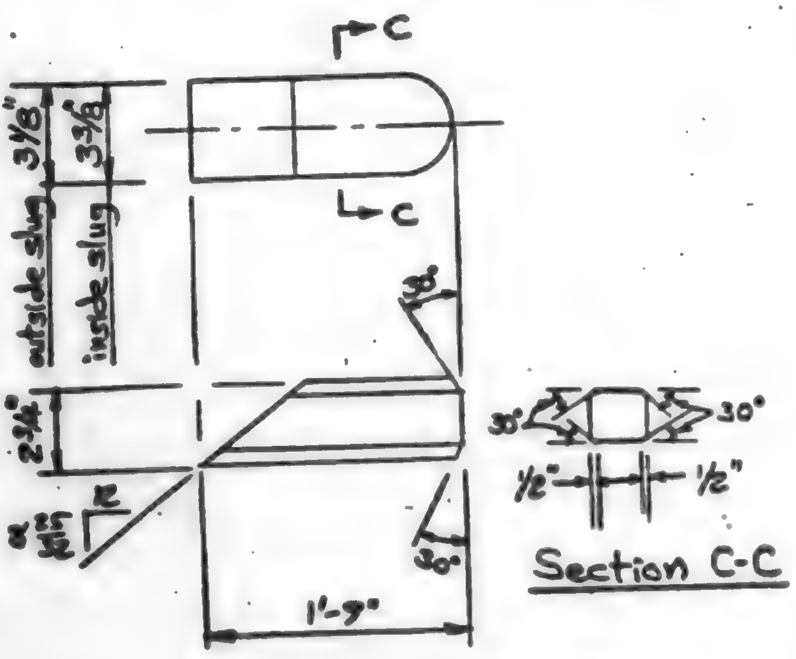
Section B-B


1" web PL
See Detail ⊗
2¾"
9"
1'-7"
3½"
1'-7"
9"
3¼"
3½"
66"

Section D-D

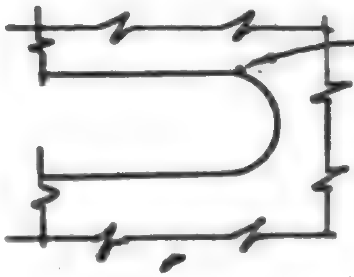

1" web PL (A-441)
½" fillet weld
slug (A-588)
2¾"
bot. fl.

Detail A (with slug in place)

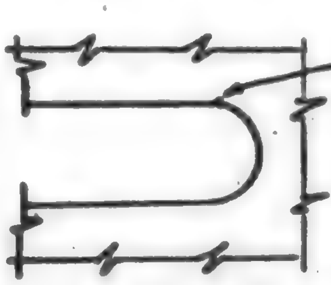

C
C
3⅛
3⅜
outside slug
inside slug
30°
2¾"
30°
1'-9"
30°
30°
½"
½"

Section C-C

Slug Preparations



stress raiser factor = 2.22 (M
(for smooth finish slot hole)



Stress raiser factor = 3.66 (for presence of a notch in a slot hole)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7276

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 6, 1973

In reply refer to: 10-35.6

FROM : by Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Center Span Lift

#7276

On March 5, 1973, we reviewed the progress of the Fremont lift work and several important items remain that affect the engineered structure. These items are:

1. ✓ Correction of the dimensional discrepancy in the location of the ribs.
2. Correction of the overstressed tie girder top flange and bolting up the new deck section at the end of the central arch (repair fractured deck section that was damaged this last weekend)
3. Remove the tie girder flange slugs (must be complete before final bolting).
4. Grind and fair up all slot holes.
5. Fairing up all transverse seal weld removal.

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STATE HWY ENGR
MAR 8 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

The sequence of work as outlined in Mr. Johnson's letter of March 1 is acceptable. All slot removal, grinding, and "fairing up" should be completed prior to final bolting. (Detailed repair outlined in Mr. Hart's letter of January 4 and FHWA letter of February 21) The rib-tie girder fastening should be accomplished as soon as possible from both the engineering and safety standpoints.

cy Hall Hart 3-8-73

NOTED
F. B. KLABOE

We feel as you do that the above work is important and should not be disregarded due to the contractor's desire to expedite construction. The lift is the contractor's responsibility, but the functioning structure can only be the owners' (State and FHWA) when work is completed according to all directions given the contractor. We are concerned that the contractor's operation will not allow completion of this work prior to final bolting. We encourage you to continue your careful inspection and if necessary give positive direction to the contractor for completion of this work.

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

7276
HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

#7276

SUBJECT Fremont Bridge Superstructure
Panel Point 3 Failure and Revision
Equipment Rental Rate

Attached for your approval is a listing of equipment rental rates to be used in a Force Account type billing for federal participation in the corrective work and delays resulting from the fracture at panel point 3 of the subject structure.

These rates have been compiled by our Cost Accounting Unit. Some rates are for equipment not previously considered, and some are revisions of rates previously approved.

RWE/ag

Attach.

cc E. S. Hunter
V. E. Skoog
C. T. Keasey
R. N. Bothman
R. O. Cunningham

RECEIVED
MAR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

March 6, 1973

Mr. H. E. Gunnerson
Chief Engineer
Iowa State Highway Commission
Ames, Iowa 50010

Attention Mr. Norbert K. Fox
Electronic Design Engineer

Dear Mr. Gunnerson:

#7276

Frost Detection System

Thank you for the information concerning your ice detection system. I am sure that it will be very beneficial in providing us with information on which to establish an ice detection system for the Fremont Bridge.

I am sure that after fully reviewing your report we will be in contact with you concerning any questions which might arise. We would very much like to accept your offer of the transducer.

If available, we would be interested in the cost of the latest complete system that has been built for you by Cytronics.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

DOC/ag

cc E. S. Hunter

NOTED E. S. HUNTER

RECEIVED
MAR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-69)

#7716

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7216

Salem, Oregon
March 5, 1973

SUBJECT: Hijacking the Fremont

To: ALL SECTION HEADS
Highway Building
East Salem Highway Building
Laboratory

On March 14 and March 15, the Equipment Section will run one or more full size buses from the State Highway Building to the east end of the Fremont Bridge and return.

Scheduled departure time is 8:00 a.m. Wednesday the 14th, and Thursday the 15th. Return is still open, dependent on the demand of the prospective riders, but no later than 5:00 p.m.

A second section will be added, depending upon demand. The buses are 40 seat capacity.

The Bridge Section has already booked 16 seats on Wednesday and 18 seats on Thursday.

Please indicate in the space below the number you expect to use the buses. Return on or by noon, Thursday, March 8, 1973.

NOTED

Wednesday, March 14 Thursday, March 15

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STATE HWY ENGR
MAR 6 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

D. H. Moehring
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
cc: Howard Read

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 134
5 Mar 1973

7276

Oregon State Highway Division
Attn: Mr. E. S. Hunter
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your request of 1 March 1973, concerning the suspended steel rods on the new Fremont Bridge over Willamette River in Portland, has been received. Due to the lack of advance notice, no opportunity was available to obtain comments from the marine public.

Your application is approved as described in your letter. The rods shall be removed within seven (7) days after the center section has been raised to final position. Obstruction lights and flagging shall be maintained during the entire period. Should additional time be necessary for removal, a request for time extension should reach this office at least two days prior to the approved expiration date.

On other future projects, the Oregon State Highway Division will be expected to obtain prior approval of any falsework as provided for in the basic permit.

Sincerely,

R V Hackney

R. V. HACKNEY
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

cc Carter
Kearny

RECEIVED
MAR 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-7-73
Copy to Hart
Bothman
R. O. Cunningham

NOTED
E. S. HUNTER

5

7276

7276

March 5, 1973

Mr. Forrest Cooper
773 Meadowlawn Drive, S. E.
Salem, OR 97301

Dear Coop,

On March 14 and 15, the lift of the center span of the Fremont Bridge is scheduled. In connection with this, the Federal Highway Administration and the Oregon State Highway Division are co-sponsoring a "Fremont Bridge Center Span Lift-Cable Stayed Bridges Seminar, including in addition to the technical sessions (which I doubt you will want to attend), two lunches and a dinner.

We would like to invite you to attend and witness the lifting of the center span and particularly the dinner on Wednesday evening at the Holiday Inn in Portland. In fact, we have reserved a place for you at the dinner, hoping you will accept.

For your information, I am enclosing a brochure of the seminar and a program.

Hope to see you there.

Sincerely,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

bc F. B. Klaboe
H. S. Coulter
Walt Hart

5

FORM E-90 RCM 10-69 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

7276

Portland, Oregon
March 2, 1973

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Special Report
Fremont Bridge P. R.

To: H. S. Coulter
Asst. State Highway Engr.
Salem, Oregon

Electrical power has been connected to the temporary pole at the viewing area.

The telephone company is working on telephone service into the area. Don Billings is arranging for the telephone service.

Jack Davis is preparing a 16 mm technical short of the center span being raised.

Gary Sund is to provide identifying badges for all press and VIP's. He is also to prepare information brochures. He also is arranging for a boat and a helicopter.

Metropolitan Region held a meeting Feb. 27 to coordinate P. R. activities.

Metro is sending out a letter to notify city officials of the news conference being scheduled.

R. O. Cunningham
Resident Bridge Engineer

by

Dan Bacon

Dan Bacon
Asst. Res. Br. Engr.

cc: enclosed with the Weekly Report

RECEIVED
MAR 6 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 5 '73
REFER TO

FOR

Info	Ans	RID	DIR	Sign	Act	File

5

7276

March 1, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

7776

Fremont Bridge Center Span Lift
Oregon Project I-405-8(17)303
Your File 10-35.6

Your February 21 letter raised questions on several items relating to the Fremont Bridge and, more specifically, to the lift of the center span. The following are our comments on those items:

1. The contractor has been directed to remove the transverse weld between the tie girder and arch rib in the area of the slots at Panel Point 14. This work is presently being done. If the welds in the areas of the slots can be removed without too much difficulty, then an attempt will be made to remove the weld in its entirety. In general, the quality of this weld appears to be good.

The contractor is investigating methods for the removal of the steel filler slugs in the flange slots. He has a proposal to which we have given general approval. Every attempt will be made to remove these slugs prior to the lift. Since time is running out, there is some question that this can be accomplished but every effort will be made towards that end.

The contractor is presently engaged in grinding the open slots to the specified finish and in rounding out the ends of the slots.

2. The contractor has been advised that the overstress condition in the tie girders with the span on

the barges must be corrected before the lift. The contractor is presently working on a system to reinforce the ends of the tie girders with a segment of the orthotropic deck section.

3. A resurvey has confirmed that there is a dimensional discrepancy center-to-center of the girders at the west end of the center span. The contractor has been advised that this condition must be corrected before the lift.

4. We concur that jacks should be provided at all four of the main pier shoes. We have made a strong recommendation to the contractor that jacks be provided at all four of the piers.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. K[illegible]
H. S. Co[illegible]ter
Walt Hart
R. N. Bothman
R. O. Cunningham

WJH:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. A. E. Johnson

DATE: February 21, 1973

In reply refer to: 10-35.6

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Center Span Lift

The meeting February 15 on the center span lift indicated most procedural steps had been carefully thought out; however, there were a few points disclosed that should be cleared up before the lift starts. The following items have been discussed with our Washington office people and we offer them to you:

1. At Panel Point 14 the removal of the slots and seal welds around the flanges of the tie girder should be corrected as proposed.

2. In the central arch section at Swan Island the stresses in the tie girder due to the elimination of an end section of orthotropic deck plate (orthotropic plate comes within 25' of PP 14) should be checked and brought within acceptable stress limits. (Any shear lag problem should be corrected.)

3. Width and length measurements should be checked under the most controlled conditions and variations brought to within normal erection tolerances. (Width between arch ribs found to be 1 1/2" shy.) Any erection stresses induced for correcting alignment should be carefully computed and be kept within the range previously set up in the approved erection procedure.

4. Proposed erection jacking at both piers was designed into the system and it would appear desirable to maintain this provision during closure. If this cannot be done additional precautions should be considered to enable a minimum delay if jacking is necessary from both piers during the closure.

It would appear that your consultant's recommendations and approved erection details should be carefully followed in order to eliminate any undue stress of the bridge members in this very important phase of the construction.

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STATE HWY ENGR
FEB 22 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy Klaus
cy to Walt Hart

cy Bochman
Cunningham
3-1-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

If the above items cannot be cleared up by lifting time it would appear desirable to inform the contractor in writing and have him delay the lift.

May we have your comments on these items.

March 2, 1973

Oregon State Highway Commission

Gentlemen:

During the week of March 11-17, the Fremont Bridge center span, weighing more than 6,000 tons and stretching 902 feet in length, will be floated upstream from its present site at The Port of Portland's Swan Island Industrial Park and lifted into its place between the existing approaches.

The entire operation--float, positioning, and jacking--promises to be one of the most complex and ambitious engineering efforts undertaken in the history of bridge building. The plans have attracted widespread interest.

Accordingly, the Highway Division and its prime contractor, Murphy Pacific Enterprises, will conduct an informational briefing for interested parties in the Board Room of The Port of Portland, 700 N. E. Multnomah Street, at 1:30 p.m., Wednesday, March 7.

Models, slides, maps of suggested viewing areas, and other materials will be available.

I am sure you would find this briefing session of interest if convenient for you to attend.

We have invited the Mayor and City Council of Portland; the Multnomah County Board of Commissioners; the Port of Portland and its Executive Director; the Corps of Engineers; the Federal Highway Administration; the Coast Guard; Representative Howard Willits, Chairman of the House Transportation Committee, and Senator Norman Howard, Chairman of the Senate Transportation Committee.

Sincerely,

George H. Baldwin
Administrator of Highways

7276

March 1, 1973

Commander (oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Willamette River (Fremont) Bridge
at Portland, Oregon
Stadium Freeway I-405
Multnomah County Contract 7276
Falsework

The required construction procedure on the Willamette River (Fremont) Bridge at Portland, Oregon, has progressed to a point where the contractor is inadvertently placing falsework without a permit from the Coast Guard.

A permit to close the river for a period to allow erection of the main span has been issued by the Corps of Engineers. It was believed that this permit would cover all events required for such work. The Corps of Engineers' permit covers the period, March 14 and 15.

However, it is necessary that eight 4-inch diameter threaded rods be hung from each of the cantilever bridge ends now in position (four locations) in order to facilitate lifting the main span in place. These rods are currently being placed, and because of the confusion as to areas of responsibility, neither the State nor the contractor applied for a falsework permit to cover these rods. As a warning to navigation, lights have been installed on the lower end of one rod at each location and at 24-foot increments along its length.

Corps of Engineers approved flagging has been installed at the lower ends of these rods.

Installation of these rods has commenced and is necessary at this time in order that raising of the main span may begin on March 14.

We request your concurrence that installation of these rods at this time is acceptable.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
W. J. Hart
R. N. Bothman
R. O. Cunningham

RWE:ag: ajw

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7276

Salem, Oregon

DATE February 27, 1973

TO Memo to the Files

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Fremont Bridge
Center Span Lift
Contract 7276

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
[illegible]
[illegible]

On Thursday, February 15, 1973, at 1 p.m., a meeting was convened in the Metro conference room to hear a briefing on the lift of the center span. Also to be discussed were those problem areas remaining which must be resolved prior to the lift or completion of the structure.

The jacking system was designed and its operation will be supervised by a specialty firm in that field, The Pine Co. The initial work of installing the jacks is under way. It is anticipated that the jacking control system will be installed on or about February 26. There will be two pumping systems on each side with two pumps per system. The lifting rods are fitted with spherical self-aligning seats. The lift will be in 2-foot increments. The jacking system is designed to allow maximum flexibility of operation. The jacks are equipped with a safety check valve at the jack which will hold the hydraulic pressure on the jacks. The system is designed to insure uniform operation of the jacks. The jacks will operate at 5,600 psi during the lift. Their rated operating pressure is 11,000 psi with a bursting pressure of 25,000 psi. The burst pressure of the hydraulic hoses is 20,000 psi.

The jack system is equipped with an audio alarm system to warn if any rod is not carrying load. The system could operate with only six of the eight jacks at each corner functioning. The lower lock nut will be kept near bearing throughout the lift. The operation of the system can be reversed at any time. The Pine Co. will have a man on each back span throughout the lift.

The progress of the lift will be monitored by survey tapes from the center span to the lift platform. There will be five men at each corner to monitor the jacks and adjust the nuts. There will be four men on the top of the platform to remove the rod segments.

The extension time on the jacks is 10 minutes, reset time is seven minutes, total time for one cycle of jack operation is 17 - 20 minutes. Plan on two cycles per hour. The initial lift off the barges will take longer.

The preparatory work for the lift, the transfer of the center span to the barges, will take place on March 12. The barges will be floated under the span ends at 8 a.m. The barges will be ballasted with approximately 5,000 tons of water. Thirty-six hundred tons will be pumped out to lift the span off the falsework (two hours required). The estimated water elevation is 9'+, the system can handle a 5 1/2' difference in water elevation. The contractor will have a 5-day river stage forecast which should be accurate within 1'. The high tide on March 12 is at 11 a.m. Transfer of the span load to the barges will occur in steps (deflection of span is 1.5' to 1.8'). The barge cribbing is designed for 1,500 kips.

After the span is transferred to the barges, the span will be moved away from the falsework and anchored till March 14.

The float of the span upriver to the site will start at 3 a.m. on March 14. Arrival at the site is estimated at 6 - 7 a.m. The tow will be made by Knapton Tow Boat with a 2,200 HP lead tug, a 1,500 HP trailing tug and four auxiliary tugs (one at each end of the barges). The span will be floated into a position upstream of the site along the west bank. The span will be pivoted into position by the tugs and anchor lines (3 anchors upstream, 2 downstream, 1 along centerline from each barge; 12,000 lb. anchors, 1 1/4" wire rope lines). It is estimated that the span will be positioned by 10 a.m. It will take five to six hours to hook up the rods and prepare for the lift. Lift should start around 4 p.m. It is estimated it will take 20 hours for the total lift.

WJH:dh

cc A. E. Johnson
E. S. Hunter
H. S. Coulter
R. O. Cunningham
G. L. Sund
H. A. Schell

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

7276

7276

DATE February 26, 1973

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

Walter J Hart

SUBJECT Fremont Bridge Lift
and Seminar

Attached is a copy of the notice from the Federal Highway Administration which explains the forthcoming bridge seminar which will be held concurrently with the center span lift of the Fremont Bridge.

Sixteen individuals from the Bridge Section would like to attend and the registration fee is $16 each (total would be $256). If you approve the Finance Section will draft a check to cover this expense. You may indicate your approval hereon.

Those persons who plan to attend are as follows:

T. G. Thompson
D. O. Christensen
J. M. Tindall
J. E. Backstrand
J. H. Wood
J. Allaway
G. J. Ballard
P. M. Oakley

K. A. Kamadoli
O. M. Parent
R. J. Wright
L. L. Wallace
R. W. Ellison
E. L. Hardt
W. J. Hart
M. A. Craft

APPROVED
ESH
E. S. Hunter
Date 2-28-73

RJW:dh

cc Finance Section

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FREMONT BRIDGE CENTER SPAN LIFT - CABLE STAYED BRIDGES SEMINAR

Portland, Oregon
March 14-15, 1973

TO: State and Federal Highway Bridge Engineers

SPONSORED BY: Federal Highway Administration
Oregon State Highway Division

WHEN: 8:30 AM Wednesday, March 14 through 5:00 PM Thursday, March 15

PURPOSE: To observe the lift of the 900 ft. center arch span (6,000 tons) of the Fremont Bridge. The "lift off" is scheduled for Wednesday, March 14 with the arch span to be floated by barge upstream to the bridge site, positioned and fastened with lifting rods. In addition to this operation a cable-stayed bridge mini-seminar will be held during slack periods, March 14 through March 15.

PARTICIPANTS: Dr. Walter Podolny, FHWA, Washington DC; A. E. Johnson, Deputy State Highway Engineer, OSHD; Walter Hart, State Bridge Engineer, OSHD; Robert Cunningham, Resident Bridge Engineer, OSHD; Donald Bolton, Alaska Division Bridge Engineer, FHWA and others.

WHERE: Holiday Inn of Portland
10 North Weidler Street
Portland, Oregon 97227

MOTEL RESERVATION: Holiday Inn of Portland. A block of rooms has been set aside for this seminar. When making a reservation refer to the "State-Federal Highway Meeting". Each attendee should make his own motel reservation with the Holiday Inn, however, FHWA will make arrangements if requested.

Single	Double	Twin
$12.00	$15.50	$17.50

A 5% tax will be added to the above rates.

REGISTRATION: A registration fee of $16.00 is required to cover incidental expenses and this cost will include two technical luncheon meetings and the Wednesday evening dinner meeting. Pre-registration is required so that final arrangements may be made with the Holiday Inn. The attached pre-registration form should be returned to Roy Tokerud by March 5 with your check payable to FHWA-OSHD.

SEMINAR COORDINATOR: Roy Tokerud, Chief, Bridge Division, Federal Highway Administration, 412 Mohawk Bldg., Portland, Oregon 97204, Phone: 503-221-2095.

OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 26, 1973

TO V. V. Cusack, Acting Division Engineer
~~R. C. Simpson, Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Office Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, State Force Order No. 9

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This Order covers the cost of repairing an existing dock and smoothing of the adjacent land to provide a viewing of the Engineering aspects of the erection of the center span of the structure. Temporary lighting will be installed to provide safe access to the dock area at night.

A copy of the Engineer's letter of explanation is attached.

The estimated cost of the dock repair work is $1,800.00 with Federal participation in the amount of $1,620.00. Reimbursement on an actual cost basis is requested. Temporary lighting will be performed on a non-participating basis.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 24, 1973.

Your approval as of January 24, 1973 is requested.

Attach.

BMW:pr

FORM 2-36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7276

Salem, Oregon

NOTED
H. S. COULTER

DATE February 23, 1973

TO Mr. R. O. Cunningham
Resident Bridge Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Panel Point 14
Fremont Bridge
Contract 7276

This will confirm my recommendations of January 17 and February 1, 1973, and subsequent discussion relative to the corrective work at Panel Point 14.

The steel filler slugs in the bottom flanges should be removed. All the slots should be ground to an ASA (now ANSI) roughness rating value of 500 (Art. 410-3.23). The welds across the tie girder flanges should be removed. The extent of this weld removal will have to be determined during the removal operation. As a minimum, the welds should be removed in the area of the slots. If that portion of the weld can be removed without too much difficulty, consideration should be given to removal of all the weld. The Federal Highway Administration has indicated a preference for total removal. The principle thing to be avoided is damage to the tie girder flanges.

The radiographs of the filler slugs in the top flanges, taken on February 1, 1973, show discontinuities in approximately 75 percent of the slug-to-flange welds. The significance of these apparent discontinuities is difficult to determine since the welds were not ground smooth as called for on the approved shop drawing. It would appear that these filler slugs should also be removed.

The cost of removal of the transverse fillet welds between the tie girder flanges and the arch rib is the State's. I am unable, at this time, to determine who was responsible for putting in the steel filler slugs in the bottom flanges. The over-length slots were the result of the contractor's operation, but it may be that the State called for the steel filler slugs. If the State specifically called for the steel filler slugs, then the cost of their removal is the State's. The cost of removal of the slugs in the top flanges is the responsibility of the contractor. These filler slugs were not installed as called for on the shop drawings. The cost of grinding to an ASA 500 surface finish is the contractor's since this is required by the specifications.

There were several items relating to the lift of the center span which were discussed at our meeting of February 15 and 16 and which warrant comment.

The dimensional discrepancies, center-to-center of the tie girders, must be corrected before the lift. The basic proposal to cut the orthotropic deck section and to use a segment to reinforce the tie girders to overcome the overstress condition on the barges would generally be acceptable to this office. Any proposal to reinforce the tie girders or to correct the girder offsets must be reviewed and approved by Parsons, Brinckerhoff, Quade & Douglas. Since time is severely limited, action on this should be expedited.

The contractor has indicated he plans to have span-adjustment jacks only on one side of the river. I question this decision and would strongly recommend that jacks be provided at all four of the main shoes. In a structure of this size and complexity, adjustment on all four shoes would appear to be almost a certainty. We consider the time delay to move the jacks a serious impairment to completion of closure of the span.

We have reviewed the contractor's proposal of February 8 to remove the steel filler slugs from the flanges. We can see no objection to the general procedures proposed. Here, again, a principle thing to avoid is damage to the parent metal of the flange.

For your information I am including a copy of the January 30, 1973 letter from the Federal Highway Administration in which they concur with the recommended corrective work at Panel Point 14.

WJH:dh
Enclosure
cc A. E. Johnson
H. S. Coulter
L. G. Silano
H. A. Schell

5

FORM E-30 20M 10-68 SP*22401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NC
H. S.

7276

Portland, Oregon
February 23, 1973

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Special Report
Fremont Bridge P. R.

To: H. S. Coulter
Asst. State Highway Engr.

State electrical crews have installed the necessary power poles and are r
ready for the temporary electrical service connection. A permit will be required for this connection but has not been acquired at this time.

State crews have started installing the fence around the viewing area. Stan Dallman has ordered the reviwing stands.

Jim Gix is having a sign made in Salem giving recognition to Permanente Cement Co. for the viewing area. The necessary traffic directional arrows are ready to be installed.

Jack Davis is preparing a 16 mm technical short of the center span being raised.

Gary Sund is to provide identifying badges for all press and VIP's. He is also to prepar information brochures.

Gary Sund is to arrange for a boat and a helicopter; and also he is to reserve a room for briefing of city officials.

Gary Sund stated that he would schedule ammeeting to coordinate all P. R. activities.

R. O. Cunningham
Resident Bridge Engineer

cc: enclosed with Weekly Report's.

3-1-73
ey Johnson

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

METROPOLITAN ENGINEER
RECEIVED
FEB 26 1973
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FORM E-90 50M 10-69 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NC

H. S.

7276

Portland, Oregon
February 23, 1973

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Special Report
Fremont Bridge P. R.

To: H. S. Coulter
Asst. State Highway Engr.

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R. O. Cunningham
Resident Bridge Engineer

cc: enclosed with Weekly Report's.

3-1-73
cy Johnson

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

METROPOLITAN ENGINEER
RECEIVED
FEB 26 1973
☐ ☐ ATE ☐ AME ☐ MOE ☐ MDE ☐ MTE

7276

February 15, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276
Oregon Project I-405-8(17)303
Price Agreement 14
Your File 10-35.1

This letter is written to clarify some points regarding federal participation in the work covered by Price Agreement 14 of the subject project as indicated in your letter of December 20, 1972.

Point number two of your letter indicates that the cost of fracture repair, including related standby, will be on an actual cost basis with no profit to the contractor and that this actual cost will be reduced by 7.04 percent as an assignment of the contractor's responsibility. Actual cost of the fracture repair is nonexistent since the fracture was not repaired. The need for repair was overcome by changing the design of Panel Point 3. The work then became encumbered by the delays caused by this change and the additional work involved with the change.

The hypothetical cost of fracture repair which would have been incurred if the State had instructed the contractor to make such repairs instead of changing the design, will have to be a cost estimate by the resident engineer. This will be based on the resident engineer's knowledge of the project and on the records of the time required to remove the broken girder section. Also involved is the resident engineer's assessment of the actual delay time which would have been involved if repairs had been made. This delay would have been minimal because of the continuation of work possible through rescheduling of the sequence of operations. Murphy Pacific obtained the first replacement piece for the bridge nine weeks after the signing of the Price Agreement. Using this figure and assuming that the contractor had been told to replace the broken section early in November 1971, rescheduling of the project would have made it possible for the contractor to continue work with a delay of only 30 working days. During this delay a major portion of his equipment would have been involved in the removal and replacement of the cracked section. The resident engineer has made an estimate of the cost of this work in the amount of $450,222 which includes 30 days' delay.

Considering this $450,222 as the hypothetical, cracked girder repair cost, the amount which would be nonparticipating would be equal to the contractor's profit and overhead markup (17% of $450,222) or $76,500 plus the contractor's share of responsibility (7.04% of $450,222) or $31,000, or a total of $107,500.

All other costs incurred because of the fracture, design change, and delays are eligible for normal federal participation and are considered to represent the work and delays involved in replacement of the three joints which did not fracture. It is understood that these costs are eligible for federal participation on a normal work order basis (actual cost plus overhead plus markup). It is further understood that these costs include the contractor's extraordinary office overhead due to his being prevented from bidding other work because of limited bonding capacity, standby time on equipment, normal costs of doing business, and other items of cost which can reasonably be assigned to the work and delay involved.

Item three requires that reimbursement of standby time for the Marine Boss be completely supported. This is understood to mean that the reason for not allowing the Marine Boss to leave the job site during the delay period must be explained. We believe that justification of the rental rate for the Marine Boss, and other equipment as presented in the backup data for Price Agreement 14, has been accepted by the Federal Highway Administration.

Item five requires State audit of contractor's records to support reimbursement. The contractor's records apparently are not in sufficient detail to show time spent on delay work, contract work, or standby. They show only that the equipment was at some given location. It appears necessary for the resident engineer to estimate a breakdown of the various categories from his records and engineering judgment of the time required for various operations. It must be agreed that this or some other means of making a breakdown will be acceptable to the auditors, both state and federal.

At various times certain equipment was used to do a job (when a smaller piece of equipment would have been sufficient) merely because it was handy to the work and would have been on standby otherwise. In order for the record to properly reflect the equipment status for billing purposes, the resident engineer's judgment must again be employed to make assignment of the equipment to its proper status instead of charging for its use merely because it was handy. Again, the auditors must agree to this or some similar method of properly charging equipment to the work.

The resident engineer estimates that his costs will be approximately $80,000 on the paper work necessary to bill the Federal Highway Administration on an extra work basis. The Accounting Section estimates an expenditure of $15,000 for auditing. This will be charged against construction engineering and is eligible for approximately $87,000 in federal reimbursement.

In order to save this expenditure and because of problems as outlined above, it is suggested that the Federal Highway Administration participate in Price Agreement 14 in the amount of the agreement ($5,305,075) less the profit and penalty ($107,000) applied to the cost of repairing the fractured joint. Federal participation in Price Agreement 14 would then be $5,202,275.

Your comments on the above will be appreciated.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc A. E. Johnson
H. S. Coulter
W. J. Hart
V. E. Skoog
L. H. Young
R. O. Cunningham

RWE:dh ja

#7276

J

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 12, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Fremont Bridge
Orthotropic Deck
Heating System

RECEIVED
STATE HWY ENGR
FEB 13 '73
REFER TO
FOR

NOTED
A.E. JOHNSON

The progress to date on the deck heating system for the Fremont Bridge is as follows:

1. The initial design work on the system was done by Mr. Teeter during his employment under Mr. R. O. Cunningham. This study was presented in a report by Mr. Cunningham dated October 11, 1971, and consisted of an under-deck heating system utilizing electric radiant heaters.

2. This preliminary system was submitted to the Federal Highway Administration on August 4, 1972. While they agreed that a heating system was needed, they questioned whether other systems had been explored and they desired results of our investigations.

3. In early September we talked with Mr. R. C. Edgerton and Mr. Adrian G. Clary of the Highway Research Board in order to get the latest information on deck heating that they were aware of. They responded on September 29, 1972, with names of individuals to contact regarding this problem. In conversations with them they strongly advised against using heating cable imbedded in the deck or wearing surface. They indicated that their service life is limited and subject to high maintenance cost.

4. Review of all current literature on deck heating is being conducted and numerous requests for evaluation and updating of information has been sent to other states, such as New York, New Jersey, California and Pennsylvania.

5. The various systems that have been researched to date by other states or agencies are as follows:

   A. Piped Heated Liquid Systems - Generally used where a ready available source exists. Is slow to respond. When pipes begin to rust through they are difficult to replace and leaks are difficult to trace.

B. Atomic Waste Heat - Not feasible or economical at this time. Storage cost and adequate safety protection are a major problem at this time.

C. Heat Pumps (Utilizing subterranean or solar heat sources) - Limited storage capacity and the magnitude of the heat requirement for an adequate snow-melting system necessitates a large and expensive installation. This type of system is more appropriate to a roadway than a bridge deck heating system.

D. Infrared Heating of Deck Top Surface - Not feasible for major highway installations. Have to be installed rather low to be effective. This presents traffic clearance problems. Cost is very high compared to other methods. In addition, the units are effective only when they can be turned on in time to preheat the deck. Otherwise the snow will reflect the rays cutting down considerably the amount of heat transmitted to the snow.

E. Electrical Cable in Overlay - This type of system has had considerable study with varying degrees of success. The biggest problem with this system is its service life. Invariably the overlay cracks due to flexing, et cetera, and eventually moisture gets to the system and causes it to become inoperable. Maintenance cost is generally high due to problems of detection and replacement costs.

F. Under Deck Heating Using Electrical Infrared Heaters - Heating of an air space under the deck by means of infrared heaters has not been done to date as far as we know. It appears to be a favorable solution. Insulation of the enclosure would probably be required to preserve heat. The concrete directly above the heaters may have to be spot-insulated to prevent hot spots which might damage the concrete.

G. Under Deck Heating Using Forced Air - Under deck heating using forced air has been used on the Route 680/580 steel orthotropic deck structure in California. They feel that it is economical and effective. Gas furnaces were used to supply the heat.

H. Deicing Chemicals - The State of New York has used a liquid organic formulation containing freezing point modifiers and corrosivity inhibitors. Tests on this material have shown no effect on asphalts, concrete and elastomeric materials and little effect on metals. It is a completely biodegradable nitrogen formulation. It was originally developed as an airport runway deicer. The braking conditions are approximately the same as for any comparable water-wet surface. The effective use point of the product's concentrated form is -6°F and is apparently effective for up to two days.

6. Of the systems listed above the most practical and promising are:

   A. Under deck heating using electrical infrared heaters.

   B. Under deck heating using forced air.

   C. Deicing chemicals.

7. We have requested that the Maintenance Section purchase a sufficient amount of chemical deicer to enable an evaluation of the material to be conducted.

   A test section utilizing one bay of the Fremont Bridge superstructure should be enclosed and heated. We would propose that this be done with radiant heat.

   The question as to whether the chemical deicer's will be acceptable to the DEQ was discussed with Mr. Warren Westgarth of DEQ on February 6, 1973. He indicated that if we would send him a sample of the deicer and literature concerning it, he would take a look at it.

   We need to know at this time the Administration's stand on this item, i.e., whether the use of a chemical deicer is acceptable or whether a heated deck is more desirable. It should be noted here that yearly costs are about equal, however, with the chemical deicing system there is not the initial $600,000 investment. We would still employ frost sensing devices tied into the warning signs.

8. The design criteria to date for a deck heating system is put forth here for approval or revision.

   It is the purpose of this study to come up with a frost warning and prevention system and an ice and snow removal system for the upper level orthotropic steel deck system of the Frmont Bridge.

   For a heated deck system the following is required:

Deck surface temperature	34°F
Area enclosed with bottom insulated.	
Heat to prevent frost (After initial heat-up this could be reduced)	85 Btu/ft.^{2} Hr. 25 Watts/Ft.^{2}

Heat to melt snow and ice under heaviest storms 115 BTU/Ft.^{2} Hr.
34 Watts/Ft.^{2}

System will need a preheat lead time to warm deck to prevent frost formation.

Electrical power to be used as an energy source.

System to be automatically controlled by sensors embedded in wearing surface. Will also have provisions for manual control.

Warning signs to be wired into detection system.

Non-heated system.

Use of deicing chemicals as frost preventative and snow and ice removal.

Frost, snow and ice detection system to be installed to activate warning signs and alert maintenance people to apply deicing chemicals.

Would require close monitoring of weather conditions to enable deicing solutions to be applied when frosting conditions are anticipated. This would not be a new requirement as the Highway Division already keeps close tabs on weather conditions.

In summary there are three possible, practical methods of frost prevention and snow and ice removal: 1) Under deck heating using electrical infrared heaters, 2) Under deck heating using forced air, and 3) Deicing chemicals.

We need an indication as to acceptability of using deicing chemicals. Additional advantages of using this system over the heated system are: 1) Could be used on approaches as well as main spans which would eliminate use of sands and chlorides, 2) Would enable drainage system to remain open and functional (on a heated system they could freeze up in the long horizontal runs).

If we are to employ a heat system, we need to know whether we want

1. Frost prevention only to the stage that it is equivalent to that formed on the approaches. This would be very difficult from a control standpoint.

2. Sufficient heat to keep the deck free of snow and ice accumulations under all but the most severe storms. This would require an extreme amount of heat.

3. An in-between solution with variable heat input that would allow for:
    - A. Prevention of all frost.
    - B. Prevention of icing during freezing rain.
    - C. Melting of all snow within a period of two to three hours after a heavy storm in all but the most extreme cold weather.

DOC:dh

cc E. S. Hunter

S

FORM E-30 20M 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

7276

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 9, 1973

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Special Report
Fremont Bridge P. R.

To: H. S. Coulter
Asst. State Highway Engr.

State Force Orders are approved for site perparation and viewing area cover.

State crews have started work on the dock. They have acquired material and have erected the wind break of the cover.

State crews began leveling the area to be used for bleachers on Feb. 9. They also acquired fencing material to protect the river bank.

State electrical crews have been contracted to make arrangements for temporary power.

Jack Davis is preparing to make a 16 mm technical short of the center span being raised.

Gary Sund is to prepare information brochures. It has been requested that, if possible, these be available for the Engineers Week display to be set up Feb. 21 at the Sheraton Hotel.

Can't make

Gary Sund is to provide indentifying badges for all press personnel. It is suggested that this be extended to cover other VIP's as well.

Gary Sund stated that he would schedule a meeting to coordinate all P.R. activities. The date of that meeting has not been announced.

David Harmon

David Harmon
Officeman

for

R. O. Cunningham
Resident Bridge Engineer

ROC:dgh

cc: enclosed with Weekly Report

RECEIVED
FEB 13 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

5

7276

Salem, Oregon

NOTED
H. S. COULTER

February 9, 1973

Memo to the File

Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

Navigational Requirements
During Construction
Fremont Bridge
Contract 7276

At 10:30 a.m. today a call was received from Mr. Shields of the Seattle office of the U. S. Coast Guard.

The Coast Guard is concerned with possible vertical clearance impairments after the erection of the center span during the remaining construction period. They are also concerned with what provision is being made for temporary navigational lighting after the center span is lifted.

Mr. Broad in R. O. Cunningham's office was contacted and asked to obtain the requested information from the contractor and to advise the Coast Guard by telephone of his findings. Mr. Broad will confirm this information by letter.

WJH:dh

cc H. S. Coulter
R. N. Bothman
R. O. Cunningham

RECEIVED
FEB 9 1973
Office of
Assistant State Highway Engineer

FORM 2-80-X 12-67 72-76

HH.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Date: ~~January 22, 1973~~ 2-7-73

SUBJECT:

To: MEMO TO FILE

From:

L. E. George
Traffic Engineer

This letter is to document for the file the fact that I discussed with Walt Hart this date the possibility of successfully signing to channelize motorcycle traffic into a single lane on both the upper and lower decks of the Fremont Bridge. This proposal was discussed in order to route vehicles with small treads over expansion joints that had been specially altered to prevent wheels from dropping into open spacings between the joints.

Because of the existing advance directional signing and the extremely short distance past the expansion plates to the split joints on both the upper and lower decks, it is not possible to channelize motorcycle traffic into the proper lane by the use of signing. I suggested to Walt that the remedy will have to entail alteration of the expansion joints themselves.

NOTED
R. L. SCHROEDER

2-7-73
Walt.
If this situation
re joints exists it must
be corrected rather than
resort to signing. Are
there any special problems
which cannot be
solved?
EdH.

LEG:pb

cc: E. S. Hunter ✓
Walt Hart

RECEIVED
JAN 24 1973
Office of
Assistant State Highway Engineer

S

7276

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 6, 1973

TO Memo to the Files

FROM Walter J. Hart
Bridge Engineer

SUBJECT Center Span Lift
Fremont Bridge
Contract 7276

Mr. R. O. Cunningham was contacted today on the status of the contractor's negotiations relative to closure of the Portland harbor during the lift of the center span.

On January 31 I had asked that the contractor be reminded of the necessity to keep the Coast Guard advised of his plans. Mr. Cunningham so advised the contractor. The contractor stated that all of his contacts had been through the Corps of Engineers. The Corps had indicated a desire to have all contact on the pending harbor closure channeled through their office and that they would contact the Coast Guard and other parties.

The contractor has scheduled a meeting within a week to discuss the proposed closure with all of the navigation interests (Corps of Engineers, Coast Guard, Harbor Patrol, shipping interests, et cetera).

WJH:dh

cc H. S. Coulter
R. O. Cunningham
H. A. Schell

NOTED
H. S. COULTER

RECEIVED
FEB 7 1973
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

TO
C. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 6, 1973

Federal-aid Project
No. I-405-8(17)303

FROM
ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7276 Extra Work Order No. 9

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The contractor has been instructed to remove without the use of heat the slugs in the welds at panel point 14 and perform the necessary grinding work. This work is required as the slugs are welded into the slots at the lower flange plate of the tie girder and are causing objectional stress risers. All work performed under this order is in excess of that required by the specifications.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 17, 1973.

Your approval as of January 17, 1973 is requested.

Attach.

BMW:dgk

5

FORM FHWA-121A (REV. 4-70)
UNITED STATES GOVERNMENT

Memorandum

7276

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: January 30, 1973

In reply refer to: 10-00 35

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR
Info | Wes | P/D | D/R | Plan | Act | File

TO : Mr. A. E. Johnson, Deputy
State Highway Engineer
Salem, Oregon

Through: Mr. G. L. Green, Division Engineer

FROM : Roy Tokerud, Chief
Bridge Division
Portland, Oregon

NOTED
A. E. JOHNSON

7276

SUBJECT: Fremont "Lift" Inspection and Cable Stay Mini-Seminar
March 14-15, 1973

We are pleased that you have agreed to co-sponsor the forthcoming seminar. We attach a single copy of an announcement, pre-registration form, motel reservation card, and location map. Additional copies may be obtained from our Division office.

We attach a copy of a rough tentative agenda. Any recommendations you may have for revisions and/or additions will be welcome. We plan to leave the agenda flexible so inspections can be made at optimum times.

We are planning a banquet meeting for Wednesday, March 14 and invite you to be Master of Ceremonies. Since both Tom and Ivan were so intimately associated with the Fremont structure we believe you may wish to invite them. We could arrange to furnish them complimentary luncheon and banquet tickets.

The response we have had to date indicates there may be 30 to 35 in attendance at the technical sessions including the dinner meeting. This does not include those that will be attending from the Oregon State Highway Division. We anticipate there will be several more from FHWA who will want to make one or more inspections during the lifting operation.

Attachments

cc: Oregon Division

cy Klaboe
2.2.73

RECEIVED
JAN 31 1973
OREGON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

Form FHWA-121 (12-
UNITED STATE GOVERNMENT

Memorandum

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. W. J. Hart, Bridge Engineer

DATE: January 30, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

14

7276

#1276

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure

We concur with the recommendations made in Mr. Hart's memorandum of January 4, 1973 for repair near Panel Point 14. Our Washington office has the following comments:

"Any crack propagating from an imperfection in the 1/2-inch longitudinal seal weld would be confined to the outer section of the tie girder bottom flange by virtue of the slot, however, we would not object to the State's proposed removal of these sections of weld.

"We presume the proposed triangular box for torsional rigidity would be bolted between the bottom flange of the tie girder and arch rib."

With reference to the last comment on torsion from our Washington office, we discussed the torsional problem with your people and forwarded this comment with our transmittal on this subject: "Provide some type of torsional connection, possibly a triangular box placed on the back side between the bottom flange of the tie girder and the arch rib as a provision for torsional resistance."

We recommend that the torsional problem in this area be carefully checked by your consultant and details submitted for review.

Please note caution should be exercised to avoid excessive heat when grinding out welds or any other work involved in the repair of this area.

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
[illegible]
FOR
Info | [illegible] | R/C | D/R | [illegible] | [illegible] ✓ | File

A. E. [illegible]

Orig to [illegible]
2-1-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number 2-2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1 7276	(PPM 21-7) 1-29-73	Project number I-405-8(17)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 18, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,054,902	$ 29,004,902
Federal funds	$ 22,190,600	$ 26,757,000
Other revisions		

This modification is made for the following reasons:

Increase in cost for superstructure repair on Price Agreement #14.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of January, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By L S Young for E S Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid Project
No. I-405-8(17)303

FREMONT BRIDGE SECTION OF THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, January 24, 1973

Revised Project Agreement Estimate

Type Code X934
Superstructure (Sta. 346+20.50 to Sta. 367+79.50)(Contract No. 7276)

Temporary Protection and Direction of Traffic	All Required		$ 8,000.00
Class "A" Concrete (3,910 cu.yd.)	All Required		334,528.00
Reinforcement (1,010,000 lb.)	All Required		130,000.00
A36 Structural Steel (14,646,000 lb.)	All Required		6,850,000.00
A441 Structural Steel (2,078,000 lb.)	All Required		835,000.00
A514 Structural Steel (6,416,000 lb.)	All Required		4,250,000.00
A588 Structural Steel (14,310,000 lb.)	All Required		7,500,000.00
Miscellaneous Metal (362,000 lb.)	All Required		210,000.00
Castings and Forgings (788,000 lb.)	All Required		1,000,000.00
Suspender Strand (185,000 lb.)	All Required		230,000.00
Metal Parapet Railing	8,639 lin.ft.	7.00	60,473.00
Epoxy Asphalt Pavement	2,400 ton	140.00	336,000.00
Electrical Work	All Required		70,000.00
Aluminum Sign Trusses (6,000 lb.)	All Required		14,000.00
Type "A" Signs in Place	624 sq.ft.	8.00	4,992.00
Type "C","F","G" & "M" Signs in Place	50 sq.ft.	6.00	300.00
			$21,833,293.00
Flagging (60% of Contractor's Cost)	All Required		$ 30,000.00
Railroad Protective Costs	All Required		4,800.00
P.A. 14 Revise Panel Points 3	Lump Sum		4,500,000.00*
			$ 4,534,800.00
	Subtotal		$26,368,093.00
	10% Engr. & Cont.		2,636,809.00
	Total		$29,004,902.00

Length of Structure - - - - 0.409 mile

*As per FHWA memo fo 12-20-72 with final participation based on audited and documented costs.

Federal Funds - - - - -	$26,757,000.00
State Funds - - - - - -	2,247,902.00
Total Costs	$29,004,902.00

Group 1 - 100%

Prefix 626-1013

Length of Structure - - - - 0.409 mile

*As per FHWA memo fo 12-20-72 with final participation based on audited and documented costs.

Federal Funds - - - - - $26,757,000.00
State Funds - - - - - - 2,247,902.00
Total Costs $29,004,902.00

Group 1 - 100%

Prefix 626-1013

FREMONT BRIDGE SECTION

Project No. I-405-3(17)303

Railroad Protective Costs

(P. T. R.R.)

Estimate: Three flagmen for one month (hq. in Portland)	
Wages - $2.8034/hr. x 8 x 22 days x 3 men	$1,480.20
Payroll Additives 34%	503.27
	$1,983.47
State will pay up to	$2,000.00

(S. P. & S. R.R.)

Estimate: Full flagging crew for one month (hq. in Portland)	
Wages - (Section Foreman) $602.33/mo. x 1	$ 602.33
(2 Section laborers) $2.89/hr x 8 x 22 days x 2 men	1,017.28
	$1,619.61
Payroll Additives 39%	631.65
	$2,251.26
State will pay up to	$2,300.00

(U. P. R.R.)

Estimate: Engineer-inspector for 1/2 mo. (hq. in Portland)	
Salary - $805.00/mo x 1/2 mo.	$ 402.50
Payroll Additives 33%	132.83
	$ 535.33
State will pay up to	$ 500.00

P. T. R.R. Protective Costs	$2,000.00
S. P. & S. " "	2,300.00
U. P. R.R. " "	500.00
State will pay up to	$4,800.00

STATE COPY

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 8-2	F M PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 7276	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-18-69	COUNTY Multnomah PROJECT NO. I-405-6(17)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Bridge Section of the Stadium Freeway Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-4-69	0.409
OTHER *(Specify)*		

FUNDS Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT $ 24,054,902.00	FEDERAL FUNDS $ 22,190,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUL 18 1969

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. I-405-8(17)303

FREMONT BRIDGE SECTION OF THE STADIUM FREEWAY HIGHWAY

IN MULTNOMAH COUNTY

Project agreement estimate.

Salem, Oregon, July 10, 1969

Type Code X934
Superstructure (Sta. 346+20.50 to Sta. 367+79.50) (Contract No. 7276)

Temporary Protection and Direction of Traffic	All Required		$ 8,000.00
Class "A" Concrete (3,910 cu. yd.)	All Required		334,528.00
Reinforcement (1,010,000 lb.)	All Required		130,000.00
A36 Structural Steel (14,646,000 lb.)	All Required		6,850,000.00
A441 Structural Steel (2,078,000 lb.)	All Required		835,000.00
A514 Structural Steel (6,416,000 lb.)	All Required		4,250,000.00
A588 Structural Steel (14,310,000 lb.)	All Required		7,500,000.00
Miscellaneous Metal (362,000 lb.)	All Required		210,000.00
Castings and Forgings (788,000 lb.)	All Required		1,000,000.00
Suspender Strand (185,000 lb.)	All Required		230,000.00
Metal Parapet Railing	8,639 lin. ft.	7.00	60,473.00
Epoxy Asphalt Pavement	2,400 ton	140.00	336,000.00
Electrical Work	All Required		70,000.00
Aluminum Sign Trusses (6,000 lb.)	All Required		14,000.00
Type "A" Signs in Place	624 sq. ft.	8.00	4,992.00
Type "C", "F", "G" and "M" Signs in Place	50 sq. ft.	6.00	300.00
			$21,833,293.00
Flagging (60% of contractor's cost)			30,000.00
Railroad Protective Costs			4,800.00
			34,800.00
	Subtotal		$21,868,093.00
	10% Engr. & Cont.		2,186,809.00
	Total		$24,054,902.00

Length of Structure - - - 0.409 mile

Federal Funds - - - - - - -	$22,190,600.00
State Funds - - - - - - -	1,864,302.00
Total Costs	$24,054,902.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix 626-1013

FREMONT BRIDGE SECTION
PROJECT NO. I-405-8(17)303

Railroad Protective Costs

(P. T. R. R.)

Estimate: Three flagmen for one month (hq. in Portland)	
Wages - $2.8034/hr. x 8 x 22 days x 3 men	$1,480.20
Payroll Additives 34%	503.27
	$1,983.47
State will pay up to	$2,000.00

(S. P. & S. R. R.)

Estimate: Full flagging crew for one month (hq. in Portland)	
Wages - (Section Foreman) $602.33/mo. x 1	$ 602.33
(2 Sect. Laborers) $2.89/hr. x 8 x 22 days x 2 men	1,017.28
	$1,619.61
Payroll Additives 39%	631.65
	$2,251.26
State will pay up to	$2,300.00

(U. P. R. R.)

Estimate: Engineer-Inspector for 1/2 month (hq. in Portland)	
Salary - $805.00/mo. x 1/2 mo.	$ 402.50
Payroll Additives 33%	132.83
	$ 535.33
State will pay up to	$ 500.00

P. T. R. R. Protective Costs	$2,000.00
S. P. & S. Protective Costs	2,300.00
U. P. R. R. Protective Costs	500.00
State will pay up to	$4,800.00

#7276

FORM E-10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 26 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Com	Act	File
						☒

B/UP
2-15-73

DATE January 26, 1973

TO Mr. R. N. Bothman
Maintenance Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Evaluation of Chemical
Liquid Deicers

A. E. Johnson

606 } 5
621

We are now involved in evaluating various methods of frost prevention and ice and snow removal with the end result of arriving at an acceptable system to use on the Fremont Bridge in Portland.

One of these methods is the use of a chemical liquid deicer such as Isolv, manufactured by the Kaiser Company or a comparable liquid manufactured by the Dow Chemical Company. Attached is some information on Isolv. We have none available for the Dow Chemical Company product. You may also find other such products on the market that be as effective and more economical.

We would appreciate it if sufficient material could be purchased, tested, and evaluated within the next month. Hopefully this could be done on some structures on the Mt. Hood Highway or other suitable route where frost, snow and ice occur.

We need to determine the validity of the statements in the brochure, the lowest temperatures at which the material is effective and the length of time the material remains effective.

A copy of a letter from Mr. A. D. Dickinson of the New York State Department of Transportation is enclosed for your information.

If this request meets with your approval, your people should meet with our design people to work out the testing procedures, place of application and rates of application. This work will probably involve people from the Materials Testing Laboratory also

DOC:dh
Enclosure
cc A. E. Johnson
E. S. Hunter
L. L. Wallace
J. C. Jenkins
R. O. Cunningham
G. C. Teeter
D. O. Christensen

Blup 1-15-73

December 28, 1972

Mr. M. Rothstein
Bridge and Road Design Engineer
Michigan Department of State Highways
Post Office Drawer K
Lansing, MI 48904

NOTED
A. E. JOHNSON

Dear Mr. Rothstein:

Ice-detector System

We noticed in an article written in the December, 1968, issue of "American City" that you have installed and evaluated a Holly ice-detection system on the I-75 Flint River Bridge.

Because we are in the process of designing an ice-detection and removal system for the Fremont Bridge in Portland, Oregon, we are interested in your comments and evaluation of the system since the time the above article was written.

Any recent work or research you are doing along the lines of ice detection and removal would also be greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh

cc A. E. Johnson
E. S. Hunter
G. C. Teeter

RECEIVED
DEC 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

December 28, 1972

Mr. Bernard F. Kotalik
Chief Bridge Engineer
Pennsylvania Department of Transportation
Transportation & Safety Building
Commonwealth and Forster Streets
Harrisburg, PA 17120

NOTED
A. E. JOHNSON

Dear Mr. Kotalik:

Deck Heating

In recent correspondence with Mr. Adrian G. Clary, Engineer of Maintenance for the National Research Council, we were advised to contact you concerning information you might have relative to heating bridge decks.

We are presently researching frost detection and snow and ice removal systems to determine a system to be utilized on the Fremont Bridge which is being constructed in Portland, Oregon. Any information you can give us will be greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh

cc A. E. Johnson
E. S. Hunter
G. C. Teeter

RECEIVED
DEC 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

December 28, 1972

Mr. Carl F. Stewart
Bridge Department
Department of Public Works
P. O. Box 1139
Sacramento, CA 95805

NOTED
A. E. JOHNSON

Dear Mr. Stewart:

Bridge Deck Frosting

In your NOvember, 1971, final report entitled "Bridge Deck Frosting Valley Environment" you discuss a heating system installed under a steel orthotropic deck. This sytem utilized two 240,000 BTU output heaters with blowers to disperse the heat.

We would appreciate any further evaluation that you have made on this sytem since this report and also any plans, specifications and pictures that you might be able to furnish on this system.

We are presently researching frost detection and snow and ice removal systems to determine a system to be utilized on the Fremont Bridge which is being constructed in Portland, Oregon and any information you can supply would be very helpful.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DOC:dh

cc A. E. Johnson
E. S. Hunter
G. C. Teeter

RECEIVED
DEC 2[illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

December 28, 1972

NOTED
A. E. JOHNSON

Mr. Robert N. Kamp
Deputy Chief Engineer
Department of Transportation
1220 Washington Avenue
Albany, New York 12226

Dear Mr. Kamp:

Ice and Snow Removal on Bridge Decks

The July, 1972, issue of "American Highways" contained an article entitled "Automated De-icing System". This article described a method of snow and ice control by spraying the roadway with a special fluid.

The effectiveness of this system was to be resolved this winter. This may be premature, but we would like to know if an evaluation has been made yet and, if so, what conclusions have been reached.

We are presently researching ice and snow removal methods to determine a system to be utilized on the Fremont Bridge which is being constructed in Portland, Oregon. Any information you might be able to give us along the lines of plans, specifications and evaluation of the system would be greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

SIGNED

Walter J. Hart
Bridge Engineer

DOC:dh

cc A. E. Johnson
E. S. Hunter
G. C. Teeter

RECEIVED
DEC 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

121 114

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: September 7, 1972

In reply refer to: 10-35-6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(17)303
Deck Heating System

Mr. Wallace's August 4 memorandum requested our approval of a deck heating system for the orthotropic portion of the Fremont Bridge. We agree that the orthotropic deck will have early icing problems or may ice when no other structures in the area do. Deck heating has been tried in the past in many areas, often as an experimental project, to eliminate snow and ice from structures and roadways. The results of these attempts were not always good. We, therefore, want to have a concrete proposal to review and to be sure that all known acceptable alternatives have been checked out before we approve a deck heating system.

RECEIVED
STATE HWY ENGR
SEP 8 '72
REFER TO
AEJ
FOR

Info	[illegible]	Rep	D/R	Sign	Act	File
		✓				

Undoubtedly you have available data to indicate how many days and hours heating would be required in a "normal" winter. We would like this information.

It was our understanding that at one time consideration was being given to only heating the orthotropic deck down to the point where the adjacent concrete decks froze, then turning off the system. Your proposal would seem to indicate that the system would run as long as ice was forming to eliminate the use of sand on the orthotropic section.

We have read some reports on deck heating and find that many types have been tried with varying amounts of success. Have you considered, for instance, a series of heating wires on the deck beneath the pavement with or without insulation under the deck. There are several varieties of this system that are possible. Several methods of under deck heating have been tried. Your heating rods are one method, but have you considered other types? Have you considered gas furnaces? Have you considered insulating the floor of your enclosure?

Your proposal is to use the Holley sensing system. A new report, Bridge Deck Frosting, Valley Environment, by the California Division

(more)

al 9-11-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

of Highways covers several systems and states that the Holley sensor was not too reliable. They also found warning signs were not too effective. The report has quite a dissertation on sensors and we suggest you read this new report as well as other available literature.

Who is going to make the final design for this system - the State or your consultant?

We suggest that you make a thorough study of this matter because it is new, controversial, and expensive. We will have to have enough time to forward it to our Washington office for their approval.

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT Bridge Deck Frosting Valley Environment	FHWA NOTICE

July 19, 1972

HRS-41

The attached report was developed by the State of California Highway Department. This report summarizes the results of the HPR study to investigate (1) the elimination of the need for chemical frost prevention on bridge decks by providing heat inside the enclosure under the deck and (2) improving frost warning systems for both motorists and maintenance personnel.

Summary of Results

This report concluded that: (1) Heating bridge decks by the above method is economically comparable with the overall cost of salting and repairing the attendant deck deterioration. (2) Motorist reaction to "Icy Bridge" warning signs is poor. (3) The ice detection systems tested cannot be relied upon to detect frost on bridge decks in the California valley area.

Application of Findings

In areas where deck frosting is a problem, serious consideration should be given to the possibility of heating the enclosures under bridge decks to improve the safety of the bridges and reduce maintenance costs.

Charles F. Scheffey
Charles F. Scheffey
Director, Office of Research

Attachment (Special Distribution
Under Separate Cover)

9-19-72
REFERRED TO
Al ay Young

RECEIVED
AUG 2 1972
NHTSA, REGION X

	Act	Info
HALL		
HORAN		
KINGMAN		
ORRIS		
EDDY		
Personnel		
DAVIES		
WARD		
CARLSON		

DISTRIBUTION: Headquarters
Region
Division

RECEIVED
SEP 15 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7276

FORM 6-30 (REV. 10-69)

Gen. File

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1973

SUBJECT: Examination of Test Plates
for Panel Point 14
Fremont Bridge
Contract #7276

To: MEMO TO FILE

NOTED
A. E. JOHNSON

The test plates are intended to resemble the large fillet weld joints in the Panel Point 14 Region of the Fremont Bridge main span. The outer 3" thick webs of the arch rib are attached to the 1" thick webs of the tie girder with 3/4" and 1 5/16" fillet welds. Each test plate is made up of a 1" thick A441 plate to which is attached a 3" thick A514 plate. The weld making the attachment consists of 12" of 3/4" fillet and 12" of 1 5/16" fillet. The electrode is E7018. The difference between the test plates is that No. 1 has a gap of 1/16" between the 3" and 1" plates, representing the probable loose fit up in the structure. Plate No. 2 has the 1" and 3" plates in as close contact as possible. The test plates were fabricated by Fought Company for $495. The welding appears to be very well done.

On receiving the test plates they were mounted in a jig so that they could be readily turned from front to back (each weighs 370 pounds). All plates were then examined ultrasonically with a 1" 5 MH_z longitudinal transducer. No lamination or other inclusion was found.

For orientation purposes, the plates were marked with lines representing sound entry points to transmit sound to the root of the fillet welds. The top of the 3" plate was marked for both 70° and 45° shear wave; the top of 1" plate was marked with the entry point for a 70° shear wave bouncing once off the back surface (taking into account a 1/4" backstep at the bounce point); the bottom of the 1" plate was marked with entry points for 70° shear waves. Such marking will also be required on the structure because location of the transducer with respect to the root of the weld must be known in order to interpret the ultrasonic indications.

No. 2 plate was first examined from the surface of the 1" plate using the 70° transducer. The following principal indications were recorded:

Distance from end of 3/4" weld (1)	Location of Reflector from Weld Root: Vertical(2)	Horizontal(3)	Maximum Magnitude of Reflection, db (4)
1/2"	+1/4"	℄	+9
2 1/4"	0	℄	+7
3"	-1/4"	+7/8"	+10
5"	+1/4"	℄	+9
7"	+1/4"	+1/4"	+8
9"	-	℄	+8
13 1/2"	+1/4"	℄	+9
16"	+1/2"	℄	+8
20 1/2"	+3/8"	+3/8"	+8

(1) Distances to 12" are on the 3/4" fillet; distances over 12" are on the 1 5/16" fillet.

(2) Vertical locations are positive if located above the surface of the 1" plate; they are negative if located below the surface of the 1" plate.

(3) Horizontal locations are positive if located toward the transducer from the edge of the 3" plate and negative if located beyond the edge of the 3" plate.

(4) Magnitude of reflection is determined using the .060" diam. hole in the IIW block and attenuation adjustments as described in the specifications for ultrasonic inspection of butt welds in the 1970 OSHD Welding Standards.

The weld was reexamined on the following day with essentially similar results. Three of the larger indications were marked for sawing and visual examination (acid etch, dye penetrant). It should be noted that each of the indications has some length along the axis of the weld. For various reasons the magnitude of the reflection is less at other points on the weld axis.

Distance from end of 3/4" weld to cut plane		Location of Reflector from Weld Root: Vertical	Horizontal	Maximum Magnitude of Reflection, db
No. 1	2 1/8"	-1/8"	+1/4"	+10
No. 2	9"	0	℄	+8
No. 3	19 3/4"	+3/8"	+1/4"	+8

The weld was examined from the top surface of the 3" plate with a 70° transducer. Four random readings were made at about 2" intervals within the length of the 3/4" fillet and four similarly spaced readings were made within the length of the 1 5/16" fillet. With the transducer index located on the line 8 1/4" from the edge of the 3" plate, major readings were measured at the sound travel distances in the table below. The 8 3/4" distance is believed to be the reflection off the slag bead at the root of the weld. The other two readings are assumed to be reflections off the back side of the weld surface. It is really not obvious where the signals originate. In addition to the signals shown, there is a number of lesser indications. As the transducer is moved toward the fillet weld various parts of the sound beam, which has appreciable spread in passing through 8 to 10 inches of steel, reflect off the underside of the weld surface and several indications move across the screen. There are enough indications to make interpretation very difficult. Some of the indications are believed to be due to corner effects and made conversion.

Positions on line 8 1/4" from plane of weld root	Sound travel distance measured on screen	Maximum Magnitude, db
(1) On 3/4" Weld	8 3/4"	-9
	9 3/8"	-7
	10 1/2"	-19
(2) On 3/4" Weld	8 3/4"	+1
	9 3/8"	-5
	10 1/2"	-11
(3) On 3/4" Weld	8 3/4"	-6
	9 3/8"	-6
	10 1/2"	-8
(4) On 3/4" Weld	8 3/4"	-5
	9 3/8"	-7
	10 1/2"	-9
(5) On 1 5/16" Weld	8 3/4"	-1
	9 1/2"	+1
	10"	-12
(6) On 1 5/16" Weld	8 3/4"	-1
	9 1/2"	-
	10"	-8
(7) On 1 5/16" Weld	8 3/4"	-1
	9 1/2"	-
	10"	-10
(8) On 1 5/16" Weld	8 3/4"	+1
	9 1/2"	-
	10"	-12

Examination of the weld from the surface of the 3" plate using a 45° transducer reduces the number of indications on the screen. At 3" back from the edge of the plate there are only 2 reflections visible, normally: (1) the reflection believed to originate from the slag line at the root of the fillet, and (2) the reflection off the underside of the fillet surface due to beam reflection off the bottom of the 3" plate. Due to the fewer number of reflections to interpret, it is believed that the 45° transducer would be preferable to examine the weld through the 3" plate.

It is not contemplated that the weld would be examined from the otherside (Outside) of the 1" web plate. This would involve working blind from the outside of the bridge on staging which would have to be erected for this purpose.

One of the possible sources of cracking, underbead cracking in the A514 steel originating in the root of the fillet weld, would be almost impossible to identify. Reflections from cracking at this point very likely could not be separated from reflections from the slag bead at the root of the weld. If the cracking were very extensive, extending for some distance along the leg of the fillet from the toe, it might be possible to differentiate between toe and crack indications.

A similar set of readings was made from the top surfaces of the 3" and 1" plates of Sample No. 1 with a 1/16" gap between these plates. Contrary to what might be expected, the magnitude of reflections from the root area were less than those found on Specimen No. 1 where the plates were in tight contact.

Visual examination of the root area of Specimen No. 2 in the three cut planes revealed that in cut No. 1 (left face), near the end of the 3/4" fillet, there is no visual defect. Dye penetrant and acid etching also failed to show any significant indication. There was appreciable bleeding of the dye behind the root of the weld, indicating that the 3" and 1" plates were not in extremely tight contact. But there was no slag pocket in the root of the weld.

Cut No. 2 (left face), showed the 3" and 1" plates to be in tight contact with no slag pocket at the root. The dye showed a small blob of bleeding right at the root of the weld, then a fine line for almost 1/2 inch, then wider bleeding farther from the weld.

Cut No. 3 (left face) is so tight that the dye penetrant did not penetrate at the root or for about 1/2" along the 3" and 1" plate meet line behind the root. Beyond this point there was moderate bleeding.

Cut No. 3 (right face) showed a visible gas hole or lack of penetration at the root of the weld, but no more than 1/32" diam.

This spot bled profusely when dyed, but behind it the 3" to 1" meet line showed only jointly for 1/2 when dyed, followed by greater bleeding.

Acid etching showed that in general the weld penetrated slightly the A441 and A514 steels, and penetrated into the root of the weld, but not beyond.

Additional ultrasonic examination of the cutup specimens by Messrs Teeter, Bangert and myself convinced us that there is a good reason for limiting the use of the FHWA ultrasonic inspection technique and specification to butt welds. There are just too many spurious indications in fillet welds to be able to state with any degree of certainty that a particular signal represents a defect which should be dug out and rewelded. All of the major indications found in the root area during our ultrasonic examination were rejectable under the FHWA butt weld specification which OSHD has adopted, but after cutting the weld open we found nothing which would warrant repair.

It is my recommendation that the joints in question on the Fremont structure be examined 100% by magnetic particle and spot checked with radiography.

John C. Jenkins
ag

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:sb

cc: A. E. Johnson
W. J. Hart
Metro Region
R. D. Cunningham
E. J. Rief

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– Gen Files

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

January 17, 1973

Mr. R. Jack Allen
Sverdrup & Parcel & Associates, Inc.
P. O. Box 369
Bellevue, WA 98004

NOTED
A. E. JOHNSON

Dear Mr. Allen:

Fremont Bridge
Center Span Lift
Contract 7276

The contractor on the Fremont Bridge has set a schedule for lifting of the 902-foot center span section. Transfer of the load from the falsework to the barges and other preparatory work for floating the span will take place at Swan Island on March 12 and 13. The floating of the span from Swan Island upriver to the bridge site will commence early on the morning of March 14.

It is anticipated that it will require the better part of the daylight hours to float the span, position it, set out anchors, and hook up the lifting rods. The actual lift off the barges would occur late in the afternoon of March 14. The plan time of the actual lift is twenty hours. The other operations required to close the gap in the span will extend the total operation through March 15 and 16.

Arrangements are being made to provide a viewing site for those who may wish to witness the lift of the span. In addition, some small groups will be permitted a closer conducted viewing of the operation.

Please consider this an invitation to any of your people who may wish to observe this unique operation. If there are any questions, please contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
JAN 18 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

WJH:dh
cc A. E. Johnson
R. O. Cunningham

(Note: This letter also sent to - Ed Johnson, HNTB; L.G.Silano, PBQD; Art Elliott, Calif.; C.S.Gloyd, Wn.; David Berger; and Glen Green)

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7276

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 12, 1973

TO Mr. R. O. Cunningham
Resident Bridge Engineer

FROM Walter J. Hart
Bridge ENgineer Walter J Hart

SUBJECT Fremont Bridge
Contract 7276
Stay-in-place Metal Deck Forms

NOTED
A. E. JOHNSON

Enclosed are three copies of revised details for the proposed stay-in-place deck form system for use on the lower deck. These drawings were hand-delivered to this office by Mr. McLean of McLean Steel, Inc.

We have reviewed the revised proposal and the details of the system are acceptable subject to the comments noted on the drawings.

Use of the stay-in-place deck forms will increase the dead load stresses in the structure, particularly in the deck floor beams, stringers, and hangers. We will need an evaluation of the magnitude of these increased stresses before final approval is given for use of the system. This analysis should be conducted by Earl & Wright, the contractor's erection consultant. An increase of 3 percent to 4 percent in the final stresses would be acceptable.

One set of the attached drawings is for your use and the rest for transmittal to the contractor.

JHW:dh
Enclosures

cc A. E. Johnson
H. S. Coulter
H. A. Schell, Jr.
L. G. Silano

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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1216

**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 02157 Portland 97202

January 5, 1973

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 SW Alder Street
Portland, Oregon 97205

Attention Mr. Harold B. Hutchinson

Re: Park Plaza, Inc.

Gentlemen:

This will acknowledge receipt of your letter of January 2, 1973 indicating your concern for possible noise problems at the Park Plaza building.

Our Metropolitan Engineer, Mr. Scott Coulter, is involved in the construction of the Fremont Bridge and his office has some background information concerning our work in the area. I am forwarding your letter to him.

Very truly yours,

L. W. Rulien
Regional Engineer

NOTED
R. L. SCHROEDER

RECEIVED
JAN 25 1973
Office of
Assistant State Highway Engineer

cc Scott Coulter

METROPOLITAN ENGINEER
RECEIVED
JAN 8 - 1973
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

No answer given Hutchinson et al. – This is apparently an issue that has been raised before. – Current deed records indicate property is now owned by Harsh Investment Co. dated June 30, 1970. Any impact should have been evaluated at hearing on Stadium in June, 1960. – The present ADT between the 6th Ave and 12th Ave ramps is 68,000. With the closure of Harbor Drive and opening of the Fremont Bridge, the ADT in 1974 is expected to be 88,000. Some analysis by our noise people might indicate what add'l noise this might make. /LSr

E-123

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

January 2, 1973

State of Oregon
State Highway Division
P. O. Box 02157
Portland, Oregon 97207

Attention: Mr. L. W. Rulien

Gentlemen:

Re: Park Plaza, Inc.

We are attorneys for Park Plaza, Inc., owners of a highrise apartment house located at 1969 S. W. Park Avenue, Portland, Oregon.

The construction of the Fremont Extension connecting with Interstate 5 has to date created a noise problem of some magnitude. With the opening of the Marquam Street Bridge and the increased traffic to be anticipated, particularly heavy through traffic, our client believes that the noise level produced will make living in the apartment building intolerable for its tenants. Whether or not it is possible to insulate the side of the building adjacent to the freeway to exclude the noise is problematical. In all events, we are giving this notice on behalf of our client in order to advise you that our client anticipates serious and irrevocable damage as a result of your contemplated action in increasing traffic on the highway in question.

Very truly yours,

Harold B. Hutchinson

Harold B. Hutchinson

HBH/kc

cc: Park Plaza, Inc.
1969 S.W. Park Avenue
Portland, Oregon
Attention: Mr. Harold J. Schnitzer

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OREGON STATE
HIGHWAY DIVISION

P. O. Box 02157 Portland 97202

7276

January 5, 1973

NOTED
A. E. JOHNSON

Cy Mr. Lindae
1-8-73

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 SW Alder Street
Portland, Oregon 97205

Attention Mr. Harold B. Hutchinson

Re: Park Plaza, Inc.

Gentlemen:

This will acknowledge receipt of your letter of January 2, 1973 indicating your concern for possible noise problems at the Park Plaza building.

Our Metropolitan Engineer, Mr. Scott Coulter, is involved in the construction of the Fremont Bridge and his office has some background information concerning our work in the area. I am forwarding your letter to him.

Very truly yours,

L. W. Rulien
Regional Engineer

cc Scott Coulter

LWR/cr
bc A. E. Johnson
D. R. Adams

NOTED
R. L. SCHROEDER

RECEIVED
JAN 8 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 4, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

NOTED
A. E. JOHNSON

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Center Span Arch Rib-Tie Girder Connection
Fremont Bridge
Contract 7276

I am concerned with several alterations which have been made to original plan details near Panel Point 14. Primarily these alterations are to accommodate the unique erection procedures utilized by the Contractor. I believe that the design and fabrication details at the junction of the arch rib and tie girder near Panel Point 14 should be given one further thorough review before the Contractor is permitted to lift the center span section. Specifically, we request a review by your office and your Washington office of the items discussed on the following pages.

Due to its critical nature and the experience at Panel Point 3, a field check has been made of the Panel Point 14 connection. This review exposed instances of questionable design details and workmanship. We believe that consideration should be given to correcting these potential structural deficiencies in order to insure the integrity of the structure. Our chief areas of concern are outlined in the following attachments. The drawings referred to are those transmitted to you by our letter of December 15, 1972. The arch-tie girder junction near Panel Point 14 was fabricated in accordance with Murphy Pacific drawings R29 A, B and C.

Your comments, suggestions and approval of the corrective actions proposed are requested. Time is a critical consideration. We, therefore, request a priority review of this matter.

WJH:dh
Attachments

cc Mr. Louis G. Silano, PBQD
Mr. A. E. Johnson
Mr. H. S. Coulter
Mr. R. O. Cunningham

RECEIVED
JAN 5 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FREMONT BRIDGE

Review of Center Span Arch Rib-Tied Girder

Connection Details

A. Slots in the bottom flanges of the girders: The details of the slots that allow the arch web members to pass through the bottom flanges of the tie girders are best shown on drawings R29 A, B and C. There are problems at both ends of the slots and since the configurations of the ends of the slots and their associated problems are different, they will be discussed separately.

Slot ends toward Panel Point 13. The ends of the slots in the bottom flange should be smooth and semicircular or semielliptical in shape. They are shown on drawing 104 EG as having square ends and on drawings R29 A, B and C as having round ends. Drawing #25250 of the contract plans appears to show them as semicircular. None of these drawings clearly defines the details of the slot ends.

Some of the slots were cut with square ends and slightly rounded corners and some were cut with semicircular ends. The ends of nearly all of the slots contain notches from oxygen cutting, some of which are in excess of 1/4-inch deep. These are generally found in the region of highest stress concentration in the slot ends.

The 3/4-inch fillet welds connecting the arch webs to the tie girder webs extend past the bottom edge of the web and through the slots in the bottom flanges. These add an additional stress concentration to the stress concentration already existing at the slot ends.

It is our understanding that preheat was not applied to any steel being oxygen cut during fabrication of this structure. Therefore, oxygen-cut surfaces of hardenable materials like ASTM A514 and A588 may be a hard brittle, untempered martensite. If such material exists on the surfaces of regions of high stress concentration where localized yielding may occur, the burned surface could crack and initiate a fracture. The rough, notched regions at the slot ends almost certainly are hardened and brittle.

The above combination of poor fabrication details should be corrected. We believe this can best be accomplished by local removal of material with a small air powered tool type grinder with carbide burrs and/or grinding burrs. All notches should be thoroughly faired out, the ends of all slots well rounded, and all edges thoroughly rounded or beveled. All flame-cut surfaces at the slot ends should be removed in the grinding process. Some local removal of material from the arch top flange may be required for access to the underside of the slots.

No air carbon-arc or oxygen-cutting should be allowed at this end of the slots because of the extreme difficulty in providing sufficient preheat to prevent hardening of cut surfaces without at the same time creating some residual stresses in the structure.

Slot ends toward Panel Point 14. The ends of the slots in the bottom flanges nearest Panel Point 14 were fabricated as shown in drawings R29 A, B and C. These ends of the slots were cut longer than was required by the original design to facilitate assembly. After assembly the extra slot length was filled with a steel filler slug that was welded in with a partial penetration weld. The design details in this area are questionable for the following three reasons:

1. The slot ends are square after the steel filler slugs are welded into the bottom flange of the tie girder. The steel filler slugs will carry stresses because they are welded to the bottom flange. This creates a stress concentration situation at the ends of the steel filler slugs adjacent to the arch webs. This stress concentration is more complex, and probably more severe, than it would be for simple, square-ended slots because the filler slug attachment welds are only partial penetration and, thus, stress will be transferred around the unwelded portion and create a three-dimensional stress concentration. In addition to the stress concentration factor, the welds attaching the steel filler plugs will create residual tensile stresses at the corners of the slot end that may be approximately equal to the yield strength of the steel.

2. The end of the steel filler slug that is covered with the partial penetration welds attaching the slug will have a stress concentration similar to a transverse opening or crack in the girder bottom flange of the tie girder because stress is transferred to the slug. High stresses caused by this detail will probably be raised even higher than would be normally expected, based on nominal stresses in the bottom flange, because of residual stresses caused by the close proximity of the transverse flange splice weld to the covered slot ends.

3. The steel filler slug makes inspection of the covered slot surface details impossible. These surfaces probably contain notching and hardened material conditions similar to those found at the opposite ends of the slots as discussed previously.

For these reasons and because the welds appear to have been put in using poor welding techniques, we question if the steel filler slugs should be removed completely. This could be accomplished by air carbon-arc cutting to remove the slugs.

Extreme care should be taken in using air carbon-arc cutting to remove the slugs. The area being cut should be preheated to at least 100°F but less than 150°F to prevent excessive residual stresses in the structure.

All cutting should be done so that the edges of the slot are approximately square all around the slot. This square edge will be removed by grinding and will assure that all hardened material produced by the air carbon-arc cutting operation is removed.

After the steel filler slug is removed, all surfaces of the slot should be thoroughly rounded and beveled by grinding with all surfaces carefully blended together. This grinding should remove all traces of edges originally oxygen cut as well as all surfaces exposed to air carbon-arc cutting to a depth of at least 1/16 inch.

B. Slots in the top flange of the tie girder. The details of the slots in the top flange are similar to those in the bottom flange, except that the welds attaching the steel filler slugs to the slots are required by drawings B29 A, B and C to have full penetration and be radiographically inspected. The steel filler slugs are in the ends of the slots closest to Panel Point 13 in the top flange.

The poor design details and workmanship found in the top flange are not as likely to cause a catastrophic failure as the similar details in the bottom flange because the top flange is much thinner and, therefore, less rigid and less susceptible to brittle fracture. However, areas of high stress concentration and poor workmanship are known to be primary points for initiation of fatigue failures and, therefore, we feel that these areas should be corrected.

Slot ends toward Panel Point 13. If the steel filler slugs are welded in with full penetration welds and radiographed as required, the problems created by the partial penetration welds in the bottom flange will be absent and it will not be necessary to remove the slugs. Instead, the square ends of the slugs adjacent to the tops of the arch webs should be ground to a semicircular shape and then beveled and faired in a manner similar to the slot ends in the bottom flange toward Panel Point 13. This will require removal of part of the 1/2-inch fillet weld between the arch top flange and the tie girder top flange, as well as local removal of material from the arch top flange for access to the slot ends. We are checking our records in an attempt to ascertain that the welding and inspection on the slugs were done as required.

Slot ends toward Panel Point 14. These slot ends should be corrected by grinding in a manner similar to the slot ends in the bottom flange toward Panel Point 13. This correction will probably require removal of part of the 1/2-inch fillet weld between the arch bottom flange and the tie girder top flange, as well as local removal of material from the arch bottom flange for access to the slot ends.

Any openings in the arch or top flange of the tie girder caused by the above work should be sealed for weather protection by a light steel plate and/or an appropriate caulking compound.

C. Inspection of the fillet welds between the arch and tie girder webs. The 3-inch thick A514 steel outer arch webs and the 1-inch thick A588 steel tie girder webs are joined by a combination of 3/4-inch and 1 5/16-inch fillet welds as shown in drawing 104CG. In a letter to Walter Hart, dated November 27, 1972, Mr. Alfred Hedefine of PBQD expressed concern about the integrity of these welds.

These large fillet welds should be 100 percent inspected where accessible using ultrasonic inspection and perhaps radiographic inspection. We are considering using the acceptance criteria specified in Appendix C of our "Standard Specifications for Welded Highway Bridges and Incidental Structures", dated July, 1970, for ultrasonic testing. A special ultrasonic inspection procedure will have to be developed because Appendix C of the above specification rules out its use for anything but butt welds. We have designed some reference blocks that have the same joint configuration as the arch web to tie girder web welds on the bridge. These blocks are presently being fabricated. They will have welds of known quality and will be used to develop an inspection procedure and to aid in differentiating between extraneous indications and flaw indications.

If any defects are found, the method of repairing them should be very carefully evaluated for each case. It is possible that the damage done in attempting a conventional "grind out and reweld" type repair could exceed the damage done by the flaw because the pieces to be welded would have to be preheated to at least 250°F and this, in addition to the heat of welding, could cause residual stresses in the structure. The best repair, if defects are found, may be to grind out the defect and fair the depression into the surrounding weld and base metals.

D. One-half inch fillet welds between the bottom flanges of the tie girders and the arch flanges and webs. These welds are called for on drawing #25250 of the original contract plans, Section BB. Mr. Alfred Hedefine mentions these welds in his letter of November 27. He states that these welds are required to transfer torsional moments and transverse shear forces from the arch ribs. He indicates that the welds are not overstressed, but that they should be inspected.

Mr. Cunningham has indicated that some cracks were discovered in these welds when they were inspected at the job site and that these were repaired in the field.

We are concerned that the movements resulting when loads are applied to the structure may crack these welds and that such cracking could propagate into the bottom flange of the girder. We, therefore, recommend that the part of the fillet welds between the top and bottom flanges of the arches and the bottom flanges of the tie girders be removed by grinding, and that further investigation be done to determine if movements could occur that would cause cracking in other parts of these welds.

Brackets could be designed to transfer the transverse and torsional stresses.

E. One-half inch fillet welds between the top flanges of the tie girders and the arch webs and flanges. These fillets are probably not as critical as the comparable fillets at the bottom flange of the tie girder because of the flexibility and thinness of the top flange everywhere but near the tie girder webs. Near the girder webs a high degree of rigidity exists and the weld may crack. Loading in these welds should receive further investigation but they will probably be satisfactory if their integrity is checked using magnetic particle testing.

Part of these fillets will probably be removed in repairing the slot ends as described in Section B above.

I-405-8(17) Fremont Bridge Section, of 1970
303 Stadium Freeway in Portland.
#7276 (Superstructure) Folder #5

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7276

December 28, 1972

To Glen L. Green, Division Engineer
Federal Highway Administration

From F. B. Klaboe
Deputy State Highway Engineer

Subject Fremont Bridge Superstructure Repair
Oregon Project I-405-8(17)303
Price Agreement No. 14

We have your letter of December 20 concerning participation in the revision and repair of Panel Points 3 of the Fremont Bridge. We are in basic accord with the necessity of audit and justification of the contractor's costs due to the revision.

We are not fully in accord with your point 2. We are advised by our attorneys that based upon our decision to redesign the joint (a decision in which the Federal Highway Administration concurred), costs and problems prior to that became moot. The fracture clearly indicates a faulty design which in all good conscience we found necessary to revise. It is our hope that the audit will provide full justification for your participation on a complete basis, and we will continue to press toward this end.

cc George M. Baldwin
A. E. Johnson
V. E. Skoog
L. I. Lindas
W. J. Hart
H. S. Coulter
R. O. Cunningham

TE:ms

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DEC 27

OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 21, 1972

Mr. Glen Green
Division Engineer
Federal Highway Administration

Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

NOTED
A. E. JOHNSON

Steel Inspection
Fremont Bridge
Contract 7276

While at the AASHO convention at Phoenix I had an opportunity to view a demonstration of the two prototype instruments for crack detection in steel structures. These instruments appear to have potential but they need to be proven in the hard reality of practical application. On the Fremont Bridge we have an opportunity to test the potential of these units. There are a number of areas on this structure where we believe that the base metal and welds need a further check to insure soundness.

Time does not permit the purchase of these instruments for application on the Fremont. We, therefore, would like to request that you attempt to secure the use of the existing prototype units for this work. Since the lift of the center span is scheduled for early March, this proposed inspection should be done as soon as possible.

WJH:dh

cc A. E. Johnson
H. S. Coulter
R. O. Cunningham

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DEC 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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DEC 27 1972

FORM (REV. 10-69)

7276

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1972

SUBJECT: Fremont Bridge Repair
Contract #7276

To: Mr. A. E. Johnson
Asst. State Highway Engineer
OFFICE

Mr. Walt Hart, Bridge Engineer, was asked that we examine the fabrication of the remaining two repair units at American Bridge in South San Francisco before they are painted. I checked with the Berkeley office of the California Materials Department on December 20 and we are too late to look at the first unit before painting, since painting on that unit was completed on the 19th. However, the second unit will probably be ready for painting toward the end of next week. We would therefore plan on Larry Miller going to the plant in mid-week.

The plant is operating two shifts and Mr. Miller will be on hand for parts of both shifts. He will leave about 10 AM on December 27 and return about 3 PM on December 28.

The estimated cost, charged to 626-1013-900, is as follows:

Air Fare, round trip	$ 96.00
Meals	8.25
Motel	16.00
Ground Transportation & Misc.	15.00
Total	$135.25

Authorization of this trip is hereby requested.

JOHN C. JENKINS
Engineer of Materials & Research

Klaboe
12-22-72

JCJ:eb

cc: W. J. Hart
H. S. Coulter
R. D. Cunningham
E. J. Rief

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

12-22-72
Johnson
Jenson
Acctg
Hart

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: December 20,1972

In reply refer to:
10-35.1

7276

FROM : G. L. Green, Division Engineer
Salem, Oregon

Noted
GEORGE M. BALDWIN

SUBJECT: Oregon Project I-405-8(17)303, Fremont Bridge Superstructure Repair
Price Agreement No. 14

NOTED
A. E. JOHNSON

Mr. Edwards' July 7 memorandum submitted Price Agreement No. 14 and supporting data for our approval. This Price Agreement has been the subject of considerable discussion both within this office and in our Regional and Washington, D.C. offices.

We have now received a letter from our Washington, D.C. office confirming the comments made by Mr. Wilkes, Chief of the Bridge Division, during our December 7 meeting. Federal participation will be as follows:

1. Price Agreement No. 14 is approved as a basis for making monthly payments to the Highway Division. No commitment is made at this time, however, as to the total amount eligible for Federal participation.

2. The cost of the fracture repair, including related standby, will be on an actual cost basis with no profit to the contractor. This amount will be reduced by 7.04 percent (Earl & Wright's responsibility should be added to Murphy Pacific's responsibility), and the normal FAI funds allocated on the reduced amount.

3. Reimbursement for standby time of the Marine Boss must be completely supported.

4. Reimbursement for replacement of the other three joints will be done on a normal extra work order basis (actual cost plus overhead plus markup).

5. It will be necessary for the State to audit the contractor's records to support reimbursement.

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STATE HWY ENGR
DEC 26 '72
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

(more)

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DEC 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

cy Lindas Bridge Metro 12-27-72

REFERRED TO
Johnson - Skoog
DEPUTY STATE HIGHWAY ENGINEER

cy to Skoog 12-20-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6. The delay caused by the revision will be an acceptable reason for a time extension.

In summary, our approval of the submitted Price Agreement is only to establish a basis for participation in the State's costs incurred. Federal participation in progress payments to the contractor in excess of $4.5 million will require additional support. The $4.5 million figure was determined from the document presented during the meeting with FHWA officials in Phoenix in November. Our final participation will be based on the audited and documented costs as set forth above.

If there is any question concerning the above items we would be happy to discuss them with you.

Green:nig

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OFFICE OF
ADMINISTRATOR OF HIGHWAYS

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OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

December 19, 1972

7276

Murphy Pacific Enterprises
Swan Island
Canton Station
Portland, Oregon 97217

NOTED
A. E. JOHNSON

ATTENTION: Al Tokola

Re: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276
Payment for Price Agreement No. 14

Dear Mr. Tokola:

This is to confirm our meeting of December 12, 1972 in which you and Mr. Choate met with Mssrs. Rear, Coulter, Hatcher, Fredrickson, Hardt, Bacon and myself of the Oregon State Highway Division. At that meeting you were told that a signed copy of Price Agreement No. 14 would be returned to you assuring payment to the Murphy Pacific Corporation for the work involved in the repair of panel point 3. We also discussed the conditions imposed by the Federal Government for their participation in the costs of the repairs covered by Price Agreement No. 14 as follows:

> The Federal Government will participate and reimburse the State for those costs which can be shown to be an actual expense to the Murphy Pacific Corporation. This will require the State of Oregon to furnish to the Federal Government copies of all bills, labor breakdowns, escalation costs, material cost increases and any other expense which can be shown to be associated with the delays.

I am at this time asking the Murphy Pacific Corporation for their complete cooperation in obtaining all necessary documentation concerning this matter to assure that the State of Oregon will receive complete reimbursement from the Federal Highway Administration. In the near future I will be writing to you requesting additional information about each specific item of cost involved in the repair of panel point 3.

Respectfully,

R. O. Cunningham

R. O. CUNNINGHAM
Resident Bridge Engineer

NOTED
R. W. ELLISON

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

ROC:pb
cc: W. J. Hart
H. S. Coulter

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BRIDGE DIVISION

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FOR FILING

12-19-72

Gen. Files

Form [illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

7276

	Box Girder Repair	Laboratory No.	№31094
Project	Fremont Bridge	Data Sheet No.	P 6152
Highway	Stadium Freeway	Prefix	626-1013
Contractor	Murphy - Pacific No. 7276	Laboratory charge	$3.50
Submitted by	Ed. Rief	F.A. No.	I-405-8(17)303
Source of Material		Date received	Oct. 19, 1972
Sampled or inspected at	San Francisco American Bridge	Date reported	Dec. 19, 1972
Sampled or inspected by	Larry O. Miller	To be used	
		Quantity represented	

Progress Report as of Aug. 28, 1972

See attached letter for inspection.

NOTED
A. E. JOHNSON

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
X ☐ Bridge Engineer
☐ Region Engineer
X ☐ Resident Engineer Cunningham
☐ District Engineer
X ☐ Files

X Rief

X Murphy Pacific

NOTED
R. W. ELLISON

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

RECEIVED
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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

John C. Jenkins

N31094

SUBJECT: Progress Report #P6152
SC#7276 - [illegible]emont Bridge Section

I arrived at American Bridge shop, So. San Francisco, Calif., at 3:30 p.m. on August 25, 1972. The first box girder was not ready for sandblasting as reported to this office prior to leaving Portland. American Bridge did some sandblasting and asked for weld inspection (California inspects welds after sandblasting). The girder was not clean enough to inspect welds. Roy Leithe, California inspector, and myself looked at some long splice plates that were sandblasted. These plates had some kind of contaminate grease, oil, etc. This was called to the attention of American Bridge sandblaster by Roy Leithe.

I arrived at American Bridge yard at 8:30 a.m. on August 26, 1972, with the paint inspector (Steve Esseltyn, C.S.H.D.). American Bridge was sandblasting the first box girder. Steve Esseltyn and myself went to look at the grease on the splice plates. When we arrived, the plates were painted (evidently painted the night before). The inorganic zinc paint had been applied over the contamination and was peeling off. The paint was peeling off around the bolt holes. This was caused evidently from the burrs being ground after sandblasting and not being reblasted. The surface was quite smooth (not much profile). Steve (Calif. Inspector) said he would take care of this problem.

OCT 19 1972

About 6 p.m. on August 26, 1972 -

Roy Leithe and Steve Esseltyn inspected the box girder for weld pick-up and sandblasting. After the first compartment, they informed American Bridge they would only inspect the welding as the sandblast was only about 50%. American Bridge said "OK" because any weld pick-up might require preheat and would have to be reblasted.

Minor weld pick-up was marked. Some welds undersize, some under-cut, 2 girder cracks (looks like a spider web) was marked for removal and

MORE

6

N31094

rewelding. These were on a horizontal stiff weld (sub arc). The welding was repaired on Swing Shift. Sandblasting was to start at 6 a.m. on August 27, 1972.

Four tack welds on the h-a plates to web plates were checked, 3 had crater cracks. This was called to the attention of Dick Sherman, Calif. Division of Highways inspector. He said he knew they were there and would be removed. This was on the second box being fabricated.

On arrival at American Bridge yard at 8 a.m. on August 27, 1972, blasting was in process.

Dick Sherman (DCH inspector) notified American Bridge they had some flame softening to perform on the 2-3/4" webs. Sandblasting was stopped for flame softening.

Approximately noon, American Bridge asked for inspection of the outside of the box for sandblast, the profile was between 2-1/2 and 3 mils (compared to Keane-Tator surface guide).

An apparent whiTe blast was reached; however, when the surface was dusted, it revealed discoloration in the bottom of profile in various locations. After much discussion, Harry Morford said he would grind the spots and re-sandblast the ground area. After the ground spots were sandblasted, oil spots from the grinder was pointed out to American Bridge foreman (Earl). He took some kind of cleaner and a red cloth and removed the oil spots. I asked about re-blasting and he said "No." Roy Leithe was there at the time. American Bridge was cleaning sand from inside of the box girder and painting should have started about 7:30 p.m. on August 27, 1972.

Roy Leithe had inspected the inside of the box and said "OK."

Larry OMiller
Larry O. Miller
Asst. Dist. Insp. Engr.

LOM:ljp

S

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7276

December 15, 1972

Main LaFrentz & Company
Certified Public Accountants
280 Park Avenue
New York, N. Y. 10017

Gentlemen:

Fremont Bridge Contract 7276

Reference is made to your December 4 inquiry concerning the accounts of Parsons, Brinckerhoff, Quade and Douglas, Inc., asking us to confirm the correctness of the accounts receivable which you state are due from us according to the Company's records.

The $32,475 retainage is the usual retainage on the original design contract and, according to the contract, is due after the structure has been completed.

The $73,142.74 listed under "current amounts due" is considered by us to be due to a correction of design error and we are withholding these payments pending final determination of responsibility.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Enc.

bc/enc. George M. Baldwin
Tom Edwards
F. B. Klaboe
L. I. Lindas
Walter J. Hart
Vern Skoog
H. S. Coulter

5

RECEIVED
DEC 19 1972
FOR FILING

7276

December 15, 1972

Main LaFrantz & Company
Certified Public Accountants
280 Park Avenue
New York, N. Y. 10017

Gentlemen:

Fremont Bridge Contract 7276

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Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Enc.

bc/enc. George M. Baldwin
Tom Edwards
F. B. Klaboe
L. I. Lindas
Walter J. Hart
Vern Skoog
H. S. Coulter

MAIN LAFRENTZ & CO.

CERTIFIED PUBLIC ACCOUNTANTS

OFFICES OR ASSOCIATED FIRMS
U.S.A., CANADA, MEXICO, SOUTH AMERICA
GREAT BRITAIN, EUROPE, MIDDLE EAST
AUSTRALIA, AFRICA

280 PARK AVENUE
NEW YORK 10017
212 867-9100

December 4, 1972

STATE OF OREGON
STATE HIGHWAY DEPT
SALEM, OREGON, 97310

Gentlemen: Per contract dated 9/12/66

In connection with our examination of the accounts of Parsons, Brinckerhoff, Quade & Douglas, Inc., it is requested that you kindly confirm to us the correctness of the accounts receivable from you which, according to the Company's records as of the close of business on October 31, 1972, were as follows:

Job number	Invoice number	Date of invoice	Accounts receivable: Current amounts due	Accounts receivable: Retainage
3045	See attached list		23,142.74	33,475.00

If the amount shown is in agreement with your records, please so indicate by signing in the space provided below and return this letter to us in the enclosed envelope. Your prompt compliance will facilitate our examination of the accounts.

If the amount shown is not in agreement with your records, please inform us what amount is shown and, if possible, send us full details of differences.

This is NOT a request for payment.

Very truly yours,

Main Lafrentz & Co.
CERTIFIED PUBLIC ACCOUNTANTS

Approved:
Parsons, Brinckerhoff, Quade & Douglas, Inc.

By______________________________
Joseph Schachtman - Comptroller

Main Lafrentz & Co.
280 Park Avenue
New York, New York 10017

Gentlemen:

The above stated amounts are correct at October 31, 1972.

____
Signature

____
Date

____
Title

CLIENT No.____________ P.O. No.____________
PREPARED BY______________ ___/___/___
REVIEWED BY______________ ___/___/___

Job #. 2045

Invoice #	Date of Invoice	Current Amount Due	Retainage
20340	10-15-71	4668 11	
20526	12-29-71	10185 04	
20576	1-21-72	5766 51	
20669	3-14-72	5208 97	
20726	3-28-72	6229 78	
20806	5-4-72	6722 80	
20943	7-7-72	23971 55	
21008	8-4-72	3229 17	
21164	10-4-72	7160 81	
2982	12-13-68		32475 00
		73142 74	32475 00

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 15, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

Attention Mr. H. A. Schell, Jr.

R. W. Ellison
Bridge Administration Engineer

Fremont Bridge
Panel Points 13' and 14'

This is to answer your letter of December 12 and confirm our December 11 hand-transmittal of four copies of the following items:

1. Letter, dated December 1, 1972, to Mr. Walter J. Hart from Mr. Robert G. Crabtree of Howard, Needles, Tammen & Bergendoff.
2. Letter of November 27, 1972, to Mr. Walter Hart from Mr. Alfred Hedefine of Parsons, Brinckerhoff, Quade & Douglas, Inc.
3. Copies of Murphy Pacific Enterprises' shop drawings numbered R29A, R29B, R29C, 104CG, 104EG, 104FG, and 104G.

Copies of sheet 25 from the original design are attached for your convenience. Also attached are copies of the certified mill test reports for all the 2 3/4-inch A588 steel plates used in the bridge. The charpy V-notch test results are in excess of 50 ft./lb. at 40°F for all of these plates. We have not identified what heat numbers were used in the bottom flanges of the tie girders in the area of Panel Points 13' and 14'.

Prints of the photographs you requested showing as-fabricated details of some typical slot ends are attached.

It is of interest to note that both HNTB and PBQD assign stress concentration values to the ends of the slots in the flanges. HNTB indicates that a semicircular design detail, such as we have, would have a stress concentration

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ASSISTANT STATE HIGHWAY ENGINEER

of about 1.2, and that a round hole would have a stress concentration of about 3.0. PBQD indicates that the elastic stress concentration factor based on the gross area of the plate for a circular hole in a plate subjected to a uniaxial stress is 2.6 and that this would be a conservative estimate of the actual stress concentration caused by the ends of the slots.

We were interested in the disparity between the stress concentration values for a round hole quoted by PBQD and HNTB. We checked in R. E. Peterson's Stress Concentration Design Factors and found two graphs covering stress concentration factors for a round hole. One of these is for holes in the center of a finite width plate loaded uniaxially. For a plate 1/3 as wide as the bottom flange of the tie girder containing a hole at its center of the same diameter as the width of the slots in the tie girder, this graph gives a stress concentration factor of 2.6 based on the stress in the net cross section. The other graph is for circular and eliptical holes in an infinite plate. This graph shows a stress concentration factor of 3.0 for a round hole.

We have completed a finite element analysis of the bottom flange plate in the region of the slots. This analysis predicts a stress concentration factor based on the net section stresses of about 2.2. This value is probably somewhat low because the element size was not as small as would have been desirable, and the maximum stress value was taken at the baricenter of the element, with no attempt to extrapolate to the position of maximum stress. If these factors were included, the maximum value would not be expected to increase more than perhaps ten percent.

None of the above attempts at estimating the stress at the ends of the slots attempted to account for the effects of the arch-to-tie-girder connections, the close proximity of the flange-to-web weld to the slot ends, or other three-dimensional effects.

Actually the magnitudes of the stresses at the round slot ends is probably not too important as pointed out by HNTB and PBQD. The important thing is the shape and finish or workmanship at these ends. Not all of the slots have round ends and many of those with round ends have notches in the ends. These items should be corrected.

GCT:dh
Attachments

cc A. E. Johnson
L. H. Young
V. E. Skoog

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: December 12, 1972

In reply refer to: 10-35.6

FROM For/ C. L. Green, Division Engineer
Salem, Oregon

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STATE HWY ENGR
DEC 13 '72
REFER TO
FOR

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Panel Point 14

Attached is a memorandum from our Washington office on the subject project details at Panel Point 14. There appears to be some confusion on the welding detail in Section BB on Sheet 25 of the PS&E plans. The memorandum has been discussed with Gary Teeter of your Bridge section. We would appreciate your review of the memorandum and the submission of items mentioned.

Enclosure

NOTED
A. E. JOHNSON

12-13-72
REFERRED TO
Al
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
W. J. HART

cy Edwards
12-13

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DEC 14 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. L. E. Lybecker
Regional Federal Highway Administrator
Portland, Oregon 97204

December 5, 1972

HNG-32

D. W. Loutzenheiser, Director, Office of Engineering
By: W. J. Wilkes, Chief, Bridge Division
Washington, D. C. 20590

Freemont Bridge Superstructure
Project I-405-8(17)303
Panel Point 14

In reply to your letter of November 16, 1972, we will appreciate copies of the consultant's replies to the State's letter of October 24 and November 8, 1972, and also the results of the review of the mill reports and the nondestructive testing.

Although the splice detail was modified from that shown on Sheet 25 to satisfy the method of erection, we presume the weld details are the same.

In this regard we note from your later memorandum of November 28, 1972, that the 1/2 inch fillet weld between the outside flange plates of the arch rib and the girder web plate was increased to 1-1/4 inches. Also we note that the slots in the flange plate were not all cut smoothly and perhaps should be ground smooth. This implies that the welding of the arch rib flange plates to the tie girder flange plates was not done as per section B-B. Neither do we note on the plans that the arch rib top and bottom plates were to be transversely welded across the tie girder flange plates. We suggest an as-built detail be transmitted which would indicate the welds as they exist, including any welds of the arch rib top and bottom plates to the tie girder flange plates.

[illegible] →

see sec B-B →

In light of recent experience with other details of this nature, it is our recommendation at this time that any transverse welding across the flange plates of the tie girder, which was not noted on the PS&E plans, be removed by grinding.

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BRIDGE DIVISION

PRODUCTION DEPARTMENT — METALLURGICAL

United States Steel Corporation

PAGE 01 OF 01

md

TEST REPORT OF H S H R PLATES

WORKS GARY U.S.S. ORDER NO. 2205094 LOAD TALLY OR INVOICE NO. 154-0-41502

CUSTOMER ORDER NO. RK35130 01

CAR OR TRUCK NO. ATSF 73547 SHIPPER NO. & DATE H00401 01/18/70

STATE OF INDIANA
COUNTY OF LAKE

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 20 DAY OF January 1970 Catherine S Lawson

NOTARY PUBLIC
MY COMMISSION EXPIRES March 11 19

SOLD TO
UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

SHIP TO
MURPHY PACIFIC ENTERPRISES
26TH ST YARD OF SANTA FE RR
RICHMOND CALIF

SPEC.
PLTS ASTM A-588-68 GR-A USS COR-TEN B STEEL MECH-M-TESTS 1 LONG-H
TEST CHARPY V-NOTCH AT PLUS 40 DEG F PER ASTM A-370 PARA 23 ---

INSP. T/R
BLL-5 SH TR MURPHY PACIFIC ENTERPRISES PO BOX
4335 BAYSHORE STATION OAKLAND CALIF 94623 ATT JP MURPHY & 2 SW
TR TO SOLD TO

15 008168

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HAYES
CHIEF METALLURGIST

SIGNATURE D. Sopke

DATE

ITEM NO.	HEAT NO.	TEST OR PIECE IDENTITY NO.	NO. PCS.	THICKNESS OR SECTION	WIDTH, DIA. OR FT. WT.	LENGTH	WEIGHT	YIELD PT. PSI.	TENSILE STR. PSI.	ELONGATION % IN 8"	ELONGATION % IN 2"	% RED. OF AREA
00004	D00063		3	3 1/4	66	540 1/2IN	98535	* 58400	85300		29.0	
				charpy impacts	72-84-72							
00008	E91043		1	2 3/4	66	540 1/2IN	27791	* 59100	83200		30.0	
				charpy impacts	85-90-83							

LONGITUDINAL V NOTCH CHARPY IMPACTS AT PLUS 40F
TO 15 FT LBS MIN PER ASTM-A370 PARA 23

* B OR H INDICATE COMPLIANCE OF BEND OR HOMO TESTS, RESPECTIVELY
* YSEUL 0.5%

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

CHEMICAL ANALYSIS

HEAT NO.	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
D00063	L	16	116	010	020	24	30		53					05				
E91043	L	17	114	013	018	24	32		56					05				

FORM G-30831 REV. 1165 88.000.0448

PAGE 01 OF 01

LS

PRODUCTION DEPARTMENT — METALLURGICAL

United States Steel Corporation

TEST REPORT OF H S H R PLATES

WORKS GARY U.S.S. ORDER NO. ZF00816 LOAD TALLY OR INVOICE NO. 154-0-54342

CUSTOMER ORDER NO. K3513X001

CAR OR TRUCK NO. SOO 63936 SHIPPER NO. & DATE H04532 06/16/72

STATE OF INDIANA
COUNTY OF LAKE

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 26 DAY OF 1972
Dorothy A Richardson
NOTARY PUBLIC
MY COMMISSION EXPIRES 15, 1973

UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
SUPERVISOR ACCTS PAY AMBRIDGE PLT
PARK ROAD
AMBRIDGE PA 15003

SHIP TO

UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HAYES
CHIEF METALLURGIST

SIGNATURE

DATE

HI STR PLTS 7-7 ASTM A-588-71 GRADE A USS COR-TEN B CHARPY V-NOTCH
LONG TEST FOR INFO ONLY

R- 7275 FILL SWORN T/R LADLE TEST RESULTS
SPEC 5 SW TR MURPHY PACIFIC ENTERPRISES PO BOX 4335
BAYSHORE STATION OAKLAND CALIF 94623 ATTN JAY P MURPHY

15 008945

ITEM NO.	HEAT NO.	TEST OR PIECE IDENTITY NO.	MATERIAL DESCRIPTION NO. PCS.	THICKNESS OR SECTION	WIDTH, DIA. OR FT. WT.	LENGTH	WEIGHT	YIELD PT. PSI.	TENSILE STR. PSI.	ELONGATION % IN 8"	ELONGATION % IN 2"	RED. OF AREA	BEND *
00015	D42960		4	2 3/4	66	493IN	101396	57100	83200		29.0		B
CHN 15				FULL SIZE CHARPY IMPACTS 104-123-91									

LONGITUDINAL V-NOTCH CHARPY IMPACTS
AT PLUS 40F TO 15 FT LBS MIN

FOR INFO ONLY

GEB

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

* B OR H INDICATE COMPLIANCE OF BEND OR HOMO TESTS, RESPECTIVELY

HEAT NO	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
D42960	L	15	106	018	023	22	31		54					05				

FORM G-20831 REV 671 02.000 0441

PRODUCTION DEPARTMENT — METALLURGICAL

USS **United States Steel Corporation**

PAGE 01 OF 01

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ND

TEST REPORT OF H S H R PLATES

WORKS GARY USS ORDER NO ZZ05094 LOAD TALLY OR INVOICE NO 154-0-41500

CUSTOMER ORDER NO RK25130 01

CAR OR TRUCK NO NYC 713426 SHIPPER NO. & DATE H00400 01/18/70

STATE OF INDIANA
COUNTY OF LAKE

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 20 DAY OF January 1970

NOTARY PUBLIC
MY COMMISSION EXPIRES March 11 1973

SOLD TO
UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

SHIP TO
MURPHY PACIFIC ENTERPRISES
26TH ST YARD OF SANTA FE RR
RICHMOND CALIF

SPEC.
PLTS ASTM A-588-68 GR-A USS COR-TEN B STEEL MFCH-M-TESTS 1 LONG-M
TEST CHARPY V-NOTCH AT PLUS 40 DEG F PER ASTM A-370 PARA 23 ---

INSP. T/R
ILL-5 SW TR MURPHY PACIFIC ENTERPRISES PO BOX
4335 BAYSHORE STATION OAKLAND CALIF 94623 ATT JP MURPHY & 2 SW
TR TO SOLD TO

15 008168

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HAYES
CHIEF METALLURGIST

SIGNATURE D. Hayes

DATE

				MATERIAL DESCRIPTION						ELONGATION		
ITEM NO.	HEAT NO	TEST OR PIECE IDENTITY NO.	NO PCS.	THICKNESS OR SECTION	WIDTH DIA OR FT WT	LENGTH	WEIGHT	YIELD PT PSI	TENSILE STR PSI	IN 8	%	% RED OF AREA
00004	D00063		1	3 1/4	66	540 1/2IN	32845	* 58400	85300		29.0	
				charpy impacts 72-84-72								
00008	E91043		1	2 3/4	66	540 1/2IN	27791	* 59100	83200		30.0	
				charpy impacts 85-90-83								
00012	D86171		1	2 1/4	66	540 1/2IN	22738	*68400	89600		28.0	
				charpy impacts 102-139-67								

LONGITUDINAL V NOTCH CHARPY IMPACTS AT PLUS 40F
to 15 FT LBS MIN PER ASTM A370 PARA 23

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

* B OR H INDICATE COMPLIANCE OF BEND OR [illegible]

* YSEUL 0.52

CHEMICAL ANALYSIS

HEAT NO	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
D00063	L	16	116	010	020	24	30		53					05				
E91043	L	17	114	013	018	24	32		56					05				
D86171	L	17	115	010	021	23	30		55					05				

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JAN 4 1971
MATERIALS DIVISION
OFFICE

FORM G 2683 REV. 1165 83 600 0441

PRODUCTION DEPARTMENT — METALLURGICAL

United States Steel Corporation

PAGE 01 OF 01

TEST REPORT OF M S H R PLATES
WORKS GARY U.S.S. ORDER NO. 2205094 LOAD TALLY OR INVOICE NO. 154-0-42080
CUSTOMER ORDER NO. RK35130 01
CAR OR TRUCK NO. EJE 33130 SHIPPER NO. & DATE M00530 01/24/70

STATE OF INDIANA
COUNTY OF LAKE

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 26 DAY OF January,1970
NOTARY PUBLIC Catherine S Lannan
MY COMMISSION EXPIRES MARCH 11,1973

UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

SHIP TO
MURPHY PACIFIC ENTERPRISES
26TH ST YARD OF SANTA FE RR
RICHMOND CALIF

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HAYES
CHIEF METALLURGIST
SIGNATURE
DATE

PLTS ASTM A-588-68 GR-A USS COR-TEN B STEEL MECH-H-TESTS 1 LONG-A TEST CHARPY V-NOTCH AT PLUS 40 DEG F PER ASTM A-370 PARA 23 ---

R L-5 SW TR MURPHY PACIFIC ENTERPRISES PO BOX 4335 BAYSHORE STATION OAKLAND CALIF 94623 ATT JP MURPHY & 2 SW
IN TO SOLD TO

15 008168

ITEM NO.	HEAT NO.	TEST OR PIECE IDENTITY NO.	NO. PCS.	MATERIAL DESCRIPTION THICKNESS OR SECTION	WIDTH, DIA. OR FT. WT.	LENGTH	WEIGHT	YIELD PT. PSI.	TENSILE STR. PSI.	ELONGATION % IN 8"	IN 2"	% RED. OF AREA	BEND*
00067	E91043	1007	1	2 3/4 CHARPY IMPACTS 85-90-85	66	242IN	12433	* 59100	83200		30.0		B
00010	E05061	1010	1	2 1/2 CHARPY IMPACTS 55-62-53	66	349 1/8IN	16319	* 64900	88900		25.0		B
00013	M96111	1013	1	2 CHARPY IMPACTS 80-83-81	66	540 1/2IN	20212	* 60600	86800		30.0		B

LONGITUDINAL V NOTCH CHARPY IMPACTS AT PLUS 40F TO 15FT LBS MIN PER ASTM A-370 PARA 23.

E r

* B OR H INDICATE COMPLIANCE OF BEND OR HOMO TESTS, RESPECTIVELY
& YIELD 0.5%

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

HEAT NO.	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
E91043	L	17	114	013	019	24	32		56					05				
E05061	L	16	110	010	020	23	28		54					05				
M96111	L	17	113	010	016	23	33		55					05				

FORM G-20831 REV. 1145 02.000.046

PRODUCTION DEPARTMENT — METALLURGICAL

United States Steel Corporation

PAGE 01 OF 01

TEST REPORT OF H S H R PLATES

WORKS GARY U.S.S. ORDER NO. 2205094 LOAD TALLY OR INVOICE NO. 154-0-41621

CUSTOMER ORDER NO. RR35130 01

CAR OR TRUCK NO. PLE 13227 SHIPPER NO. & DATE H00435 01/19/70

STATE OF INDIANA
COUNTY OF LAKE

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 20 DAY OF [illegible], 1970

NOTARY PUBLIC
MY COMMISSION EXPIRES [illegible] 1972

SOLD TO
UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

SHIP TO
MURPHY PACIFIC ENTERPRISES
26TH ST YARD OF SANTA FE RR
RICHMOND CALIF

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HARRIS
CHIEF METALLURGIST

SIGNATURE D Richardso

DATE

SPEC. PLTS ASTM A-588-68 GR-A USS COR-TEN B STEEL MECH-M-TESTS 1 LONG-M TEST CHARPY V-NOTCH AT PLUS 40 DEG F PER ASTM A-370 PARA 23 ---

INSP. T/R LL-5 SW TR MURPHY PACIFIC ENTERPRISES PO BOX 335 BAYSHORE STATION OAKLAND CALIF 94623 ATT JP MURPHY & 2 SW TR TO SOLD TO

15 008168

ITEM NO.	HEAT NO.	TEST OR PIECE IDENTITY NO.	NO. PCS.	THICKNESS OR SECTION	WIDTH, DIA. OR FT. WT.	LENGTH	WEIGHT	YIELD PT. PSI.	TENSILE STR. PSI.	ELONGATION % IN 8"	ELONGATION % IN 2"	% RED. OF AREA
00008	E91043	1008	1	2 3/4	66	540 1/2IN	27791	* 59100	83200		30.0	
				CHARPY IMPACTS 85-90-83								
00010	E87722	1010	1	2 1/2	66	349 1/8IN	16315	* 54600	83000		30.0	
				CHARPY IMPACTS 50-61-65								
00012	M10041	1012	1	2 1/4	66	540 1/2IN	22742	* 61700	79900		32.0	
				CHARPY IMPACTS 98-100-81								
00012	M96111	1012	2	2 1/4	66	540 1/2IN	45476	* 60600	86000		30.0	
				CHARPY IMPACTS 80-83-81								

LONGITUDINAL V NOTCH CHARPY IMPACTS AT PLUS 40F TO 15FT LBS MIN PER ASTM A-370 PARA 23

TR

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

* B OR H INDICATE COMPLIANCE OF BEND OR HOMO TESTS, RESPECTIVELY

* YS@UL 0.5%

CHEMICAL ANALYSIS

HEAT NO.	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
E91043	L	17	114	013	018	24	32		56					05				
E87722	L	16	113	012	019	24	31		53					05				
M10041	L	15	111	012	025	22	31		50					05				
M96111	L	17	113	010	010	23	33		55					05				

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BRIDGE DIVISION

FORM G-38631 REV. 1165 00.000.0441

PRODUCTION DEPARTMENT — METALLURGICAL
United States Steel Corporation

PAGE 01 OF 01

md

TEST REPORT OF H S H R PLATES
WORKS GARY U.S.S. ORDER NO. 2205094 LOAD TALLY OR INVOICE NO. 154-0-44530
CUSTOMER ORDER NO. RK35130 01
CAR OR TRUCK NO. PLU 376155 SHIPPER NO. & DATE H01129 02/12/70

STATE OF INDIANA
COUNTY OF LAKE

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 17 DAY OF February 1970 Catherine S Lannom

NOTARY PUBLIC
MY COMMISSION EXPIRES March 11 1973

UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

SHIP TO
MURPHY PACIFIC ENTERPRISES
20TH ST YARD OF SANTA FE RR
RICHMOND CALIF

PLTS ASTM A-588-69 GR-A USS COR-TEN B STEEL MECH-M-TESTS 1 LONG-M
TEST CHARPY V-NOTCH AT PLUS 40 DEG F PER ASTM A-370 PARA 23 ---

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HAYES
CHIEF METALLURGIST
SIGNATURE
DATE

.L-5 SW TR MURPHY PACIFIC ENTERPRISES PO BOX
4335 BAYSHORE STATION OAKLAND CALIF 94623 ATT JP MURPHY & 2 SW
TR TO SOLD TO

15 008168

ITEM NO.	HEAT NO.	TEST OR PIECE IDENTITY NO.	MATERIAL DESCRIPTION NO. PCS.	THICKNESS OR SECTION	WIDTH, DIA. OR FT. WT.	LENGTH	WEIGHT	YIELD PT. PSI.	TENSILE STR. PSI.	ELONGATION % IN 8"	IN 2"	% RED. OF AREA	BEND
00007	E91043	1007	1	2 3/4	66	242IN	12443	* 59100	83200		30.0		O
				charpy impacts 85-90-83									

LONGITUDINAL V NOTCH CHARPY IMPACTS
AT PLUS 40F to 15 FT LBS PER ASTM A370
PARA 23 FOR INFO ONLY

TP

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

* B OR H INDICATE COMPLIANCE OF BEND OR HOMO TESTS, RESPECTIVELY
* YIELD [illegible]

HEAT NO.	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
E91043	L	17	114	013	018	24	32		50					05				

FORM O-28631 REV. 1165 02.080.044

PAGE 01 OF 01

PRODUCTION DEPARTMENT — METALLURGICAL
United States Steel Corporation

TEST REPORT OF H S H R PLATES
WORKS GARY U.S.S. ORDER NO. 2205094 LOAD TALLY OR INVOICE NO. 154-0-40771
CUSTOMER ORDER NO. 1 RK35130 01
CAR OR TRUCK NO. EJE 34660 SHIPPER NO. & DATE H00209 01/11/70

STATE OF INDIANA
COUNTY OF LAKE
SUBSCRIBED AND SWORN TO BEFORE ME
THIS 13 DAY OF January, 1970
NOTARY PUBLIC Catherine Hannon
MY COMMISSION EXPIRES March 11, 1973

UNITED STATES STEEL CORP
AMERICAN BRIDGE DIV
105 OYSTER POINT BLVD
SOUTH SAN FRANCISCO CALIF

SHIP TO
MURPHY PACIFIC ENTERPRISES
25TH ST YARD OF SANTA FE RR
RICHMOND CALIF

BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THE CHEMICAL ANALYSIS AND/OR TESTS SHOWN ON THIS REPORT ARE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. A. HAYES
CHIEF METALLURGIST
SIGNATURE
DATE

PLTS ASTM A-588-68 GR-A USS COR-TEN B STEEL MECH-M-TESTS I LONG-M
TEST CHARPY V-NOTCH AT PLUS 40 DEG F PER ASTM A-370 PARA 23 ---

L-5 SW TR MURPHY PACIFIC ENTERPRISES PO BOX
4335 BAYSHORE STATION OAKLAND CALIF 94623 ATT JP MURPHY & 2 SW
IF TO SCLD TO
15 008168

ITEM NO.	HEAT NO.	TEST OR PIECE IDENTITY NO.	MATERIAL DESCRIPTION NO. PCS.	THICKNESS OR SECTION	WIDTH, DIA. OR FT. WT.	LENGTH	WEIGHT	YIELD PT. PSI.	TENSILE STR. PSI.	ELONGATION % IN 8"	IN 2"	% RED. OF AREA	BEND *
00007	ES1043	1007	2	2 3/4	66	242IN	24886	* 59100	83200		30.0		8
				CHARPY IMPACTS 85-90-83									
00011	ES1043	1011	3	2 1/2	66	540 1/2IN	75795	* 55800	82100		31.5		6
				CHARPY IMPACTS 100-93-112									

LONGITUDINAL V NOTCH CHARPY IMPACTS AT PLUS 40 F
TO 15 FT LBS MIN PER ASTM A-370 PARA 23

TP

SPECIMEN SIZE TESTED ACCORDING TO COMPANY RECORDS CONFORMS TO THE REQUIREMENTS OF THE SPECIFICATION LISTED ABOVE

* B OR H INDICATE COMPLIANCE OF BEND OR HOMO TESTS, RESPECTIVELY
* YSEUL 0.5%

HEAT NO.	TYPE	C	Mn	P	S	Si	Cu	Ni	Cr	Mo	Sn	Al	N	V	B	Ti	Cb	Co
ES1043	L	17	114	013	018	24	32	15	56					05				

FORM G-20631 REV. 1146 93.000.0468

HOWARD NEEDLES TAMMEN & BERGENDOFF

December 1, 1972

Mr. Walter J. Hart
Bridge Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Fremont Bridge
Portland, Oregon

Dear Mr. Hart:

We have completed our review of shop details for Panel Point 14, furnished with your letter of November 24, 1972. Summarized below are comments pertinent to these details and possible items of concern as regards the design.

Basic Design of Connection. The basic concept for the Panel Point 14 joint is to independently carry equivalents of the tie girder and arch members through the intersection. The arch rib is reduced to three plates which pierce the top and bottom tie girder flanges. The bottom tie girder flange is increased in thickness to provide the required net section for positive moment. No increase in thickness is required in the top flange since the orthotropic deck outside the girder provides adequate capacity.

To provide for temporary conditions during lifting of the center span, the outer arch rib plates are welded to the 1" thick tie girder webs to provide a gusset connection similar to a normal truss design.

Slots in the Bottom Tie Girder Flange. These slots are necessary discontinuities to allow passing of the arch plates as noted above. The design drawings had indicated semi-circular roundings at the ends of the slots which are desirable. We note on the shop drawings that this has been revised to square cut ends with a nominal but undefined rounding in the corners. The matter of whether this is critical or not depends on the actual radius and finish provided in the slot corners.

Stresses in the bottom flange are computed at about 17,000 psi maximum tension under full dead and live load. The semi-circular design detail would indicate a stress concentration of about 1.2. If the corner radius is 1/2", the shop drawing detail would produce a stress concentration in the order of 2.0. A sharper radius or notches could make this condition more critical. Again to keep the stress concentration effect in perspective, a single hole in the plate would cause a stress magnification of 3.0.

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Planning Engineering Architectural Services 1805 Grand Avenue, Kansas City, Missouri 64108, 816 474-4900

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins **Associates** Rex M. Whitton, Daniel J. Appel, Daniel J. Spigai, William C. Meredith, Orrin Riley
Offices Alexandria, Virginia, Atlanta, Baton Rouge, Boston, Buffalo, Charleston, West Virginia, Chicago, Cleveland, Dallas, Fairfield, New Jersey, Kansas City, Miami, Milwaukee, Minneapolis, Newark, Delaware, New York, Orlando, Overland Park, Kansas, Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

If the actual corners in these slots have radii of 1/2" or greater and are reasonably smooth, we would not recommend an attempt at correction. The slots in the thin top flange are of no great concern as long as reasonable workmanship has been provided.

Welds across Tension Flange. A 1/2" seal weld is used around the arch rib where it joins the tie girder flange. It is not normally desirable to allow fillet welding across a tension flange. In this case the actual stress in the bottom flange is about 17,000 psi maximum and 1,400 psi minimum. Current AASHO fatigue requirements would allow a maximum stress in excess of 22,000 psi. Based on this and the fact that the calculated maximum stress and range are unlikely, this feature is not deemed critical.

Heavy Fillet Welds on Arch Plates. The outer arch plates are connected to the tie girder web with 3/4" and 1-5/16" fillet welds. These weld sizes are required to complete temporary connections for lifting the center span. Even though this may not be an optimum detail no other reasonable alternative appears available.

The adequacy of this detail depends on the weld quality. It would be well to ascertain that these welds were properly inspected and if not, to institute some form of non-destructive testing. If there are any defects we would suspect underbead cracking on the weld leg adjacent to the A514 arch plates.

Loading of the Sections. As noted above, the arch and anchor arm corners initially act as truss joints during lifting of the center span. During this condition the outer two arch plates will carry most of the arch load. After the final connection of the arch is completed and the lifting load is removed these plates will be stressed slightly higher than the interior plates. Our rough estimate of upper limit of this differential is 3,000 psi. Even with this stress added to the basic average, allowable stresses are within tolerable limits under current design specifications.

Should there be any questions concerning the above comments, do not hesitate to give me a call.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Robert G. Crabtree

RGC:jm
cc: Mr. Ed Johnson

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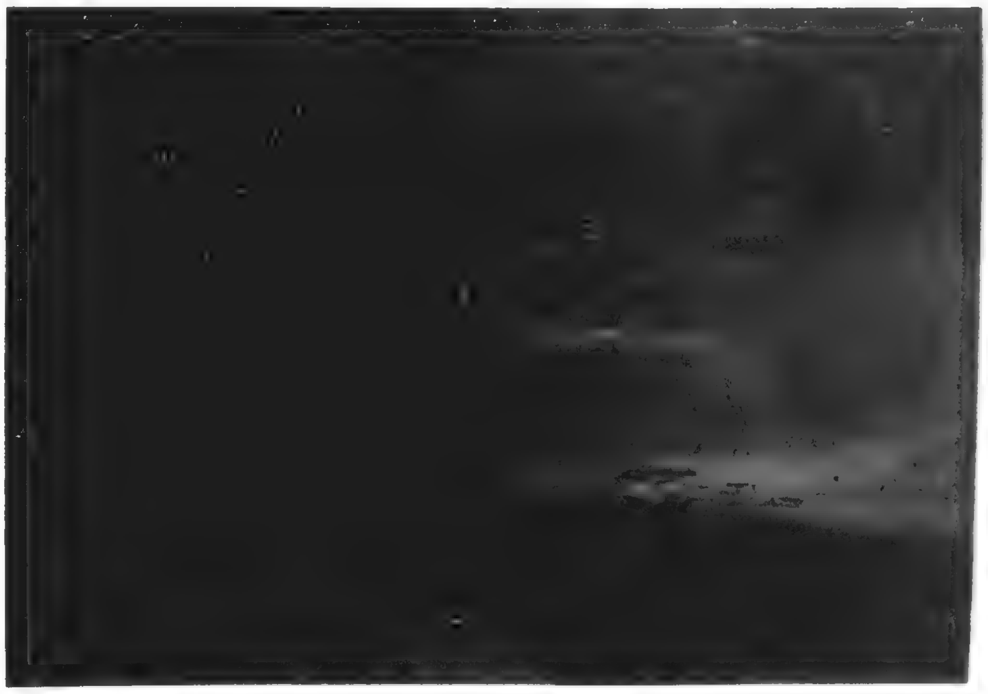
DEC 4 - 1972
BRIDGE DIVISION

DEC • 72



DEC • 72

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC
111 JOHN STREET, NEW YORK, N.Y. 10038 TELEPHONE (212) 233-6300
CABLE: PARKLAP NEW YORK • TELEX WU 1-2403 • RCA 232 117
ENGINEERS

November 27, 1972

Mr. Walter Hart, Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: Fremont Bridge
Panel Point 14

Dear Mr. Hart:

We are in receipt of your letters of October 24 and November 8, 1972, and have been reviewing the details at Panel Point 14 about which you have some concern.

The original design drawings showed only the material and details required for the permanent performance of the bridge in its completed state. According to the contract specifications, the selection of erection methods, and the design of materials and details required because of erection procedures, is the Contractor's prerogative and obligation.

As you will recall, the design drawings shcw a field rib splice normal to the rib axis, and no field splice in the tie girder, together with a nominal welded connection between the rib and the tie girder in order to transfer only the local panel point loads. The rib splice provides for full continuity, while the tie girder is continuous through this joint. In order to implement this continuity of the principal members through their intersection, the design drawings show longitudinal slots in the top and bottom plates of the tie girder, through which the three webs of the arch rib pass.

There are no unusual stress concentrations in the compression rib, nor in the vertical webs of the tie girder. The slotted holes in the horizontal top and bottom plates of the tie girder cause local stress concentrations at their ends. With the semicircular ends shown on the drawings, the geometry of the slots introduces at most no more stress concentration in a tension member than is associated with circular

Copies to
Luter + Badstrand
11-29-72
lh

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BRIDGE DIVISION

Copies Sent to Reg. & Cunningham 12-4-72 SMD holes of the same diameter as the width of the slot. Riveted and bolted construction, as used over the past 100 years, provides ample precedent of satisfactory performance for this type of construction and detailing.

It should be noted that all fabricated steel construction depends on reasonable ductility of the material (as required by ASTM specifications for all structural grades of steel), in order to smooth out and absorb local stress concentrations, such as those associated with rivet or bolt holes, or semicircular ended slots in tension members.

The Contractor proposed certain modifications to Panel Point 14 when he elected to erect the bridge by fabricating the 900-foot central unit between Panel Points 14 and 14' as a simple span unit, and then to float it on barges and lift it into place in the main span by jacking. This erection scheme required the Contractor to propose a number of changes in the details at Panel Point 14.

The principal changes result from the fact that during the early stages of erection, the central unit acts as a simple span, and the outer portions of the structure act as simple cantilevers. There is no continuity of stresses in the tie girder, nor in the arch rib. Continuity is not attained until the central unit has been completely lifted into its permanent location and the splice connections have been made.

When the central unit is on the barges, and during the lifting stage, the joint at Panel Point 14 acts similar to the end panel of a simple span truss, with a large component of horizontal force transferred between the arch rib and the tie girder. In order to develop this force, the Contractor has provided for a set of 1-5/16 inch and 3/4 inch fillet welds connecting the outside rib webs to the tie girder webs, as shown on Murphy-Pacific Drawing No. K3513 104CG. Earl and Wright calculated the stresses in this eccentric connection and found them to be within the allowable stresses for erection conditions.

During the lifting stage, a similar condition exists between the arch rib and the tie girder on the left half of Panel Point 14, which forms the end of the cantilever unit, and similar fillet weld connections are provided between the arch rib and tie girder webs.

It is to be recognized that the dead load stresses induced in each half of Panel Point 14, during the lifting stage, cannot be significantly relieved by further manipulation of the structure after the splices at Panel Point 14 have been made. Therefore, these stresses will remain

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permanently in the bridge, and will significantly reduce the axial compression transferred across the arch rib splice at Panel Point 14, and the axial tension carried across the tie girder splice.

The Contractor's erection procedure brought about several other detail changes. Geometric clearance requirements caused a reorientation of the arch rib splice from normal to the rib to a nearly vertical position. The arch rib splice plates and bolts have been designed by Earl and Wright to provide for any stresses that may result from the skew orientation of the splice with respect to the arch rib axis. This resulted in flaring the arch rib web plates, as shown on Murphy-Pacific Drawing No. K3513 104CG, in order to accommodate the required additional bolts in the splice.

The detail changes in the tie girder at Panel Point 14 are more extensive than in the arch rib. First, a vertical splice was added to separate the central unit from the rest of the bridge's main span. In order to facilitate assembly, an additional transverse splice was provided in both the top and bottom plates of the tie girder, passing through the ends of the slots (see Murphy-Pacific Drawing No. R29A, B and C), which were lengthened to permit radiographic inspection of the butt splice after welding. This left short sections of the top and bottom flange plates to be subsequently connected by means of this transverse butt weld, after the half joints were made up. The Contractor proposed to fill in the ends of the lengthened slots by welding filler pieces (slugs) into the openings remaining after the arch rib plates were entered.

The Contractor also elected to enlarge the web plates of the tie girder in the vicinity of Panel Point 14, and is using 1 inch thick plates full depth throughout this critical area.

We agree with your concern for certain details at Panel Point 14, especially in the light of the experience with Panel Point 3. In the foregoing portions of this letter, we have attempted to bring into focus the original design concepts and how the modifications to the design proposed by the Contractor, because of the erection procedure he has elected to employ, change the original concepts.

The addition of the transverse butt weld splices in the top and bottom flange plates of the tie girder, their location close to the ends of the lengthened slots (where stress concentrations from the slot geometry would be a maximum), and further welding of the "slugs" in

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BRIDGE DIVISION

the same area, are all factors possibly tending to reduce the structural integrity of the tie girder splice. However, these effects are counteracted by the reduction in axial stress across this joint, resulting from the permanent dead load stresses locked into each half-panel joint by the erection procedure, when the central span unit is lifted.

To illustrate this, the calculated average tensile unit stress under service conditions, on the gross cross-section of the 2-3/4 inch thick lower flange plate in the original design, assuming full continuity of the tie girder stresses, was 15.2 ksi. The theoretical elastic stress concentration factor for circular holes in a plate subjected to uniaxial stress, spaced in the same manner as the slots, is 2.6. On the conservative assumption that the same stress concentration factor applies to semicircular ended slots, the theoretical elastic unit stress in the immediate vicinity of the leading edge of the slot is 15.2 x 2.6 = 39.5 ksi.

This theoretical stress concentration is not to be compared with the normal allowable material unit stress of 27 ksi for A-588 steel. A comparable situation is that pertaining in normal riveted or bolted construction with a tensile member designed for 27 ksi on the net section, and circular holes spaced three diameters apart. The average unit stress on the gross cross-section is then 2/3 x 27 = 18 ksi. The comparable theoretical stress concentration factor for this geometry is 2.4, and the theoretical elastic unit stress at the edge of the hole is 18 x 2.4 = 43.2 ksi, compared to the 39.5 ksi calculated for the original design of Panel Point 14.

While both 39.5 ksi and 43.2 ksi are less than the specified minimum yield point of 50 ksi for A-588 steel, the effect of such stress concentrations is not as critical as the relatively small margin between these numbers would appear to indicate. What happens with normally ductile structural steels is that if any combination of stress concentration factors causes a local stress over the yield point, the steel yields locally, spreading the load to surrounding lower stressed metal, with no danger to the member as a whole. This type of action is inherent in all riveted and bolted construction.

Owing to the Contractor's election to increase the thickness of the tie-girder web plates to 1 inch, the calculated average unit stress in the 2-3/4 inch bottom flange plate, according to the stress distribution assumed in the original design, is reduced from 15.2 ksi on the gross cross-section to 13.2 ksi. However, as noted above, the locked-in dead load stresses in the two half joints, resulting from the Contractor's

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erection procedure, cannot be relieved, and therefore the only stresses carried through the tie girder at Panel Point 14 are those resulting from manipulation of the structure after closure of the main splices, plus subsequently applied dead load, live load and impact.

Under the Contractor's erection scheme, the calculated average unit stress on the gross cross-section of the 2-3/4 inch plate is therefore further reduced to 9.5 ksi, at the section through the butt weld across the slotted plate. Applying the same stress concentration factor of 2.6 for the slotted holes, as used in the original design, indicates a locally concentrated elastic unit stress in the vicinity of the slots of 9.5 ksi x 2.6 = 24.7 ksi, compared with 39.5 ksi computed for the original design, and 43.2 ksi allowed in normal bolted construction.

Although further stress concentrations are added by the butt welded splice across the slotted area, and by the subsequent welding of the "slugs", this would be of no concern in a reasonably ductile material. It should be noted that the specified minimum yield stress for A-588 steel is 50 ksi, and its specified minimum ultimate tensile strength is 80 ksi.

For the 1/2 inch top plate of the tie girder, the conditions are even less critical. Furthermore, the transverse splices in the 1/2 inch orthotropic deck plate, to which the girder top plate is connected, are offset one half-panel width from the joint at Panel Point 14, so the top plate splice is effectively reinforced by the continuity of the adjacent deck plate.

In consideration of the above reasoning, upon our review of Murphy-Pacific's drawings and Earl and Wright's calculations for their proposed revised details at Panel Point 14, we did not object to any of the details proposed and shown by them.

In view of the difficulties encountered at Panel Point 3, we think it is important to assess the sensitivity of the revised details at Panel Point 14 to possible shortcomings in material properties and fabrication processes. During the lifting stage, the structural integrity of the half-panel joints, as they now are fabricated and erected, depends wholly on the heavy fillet welds between the arch rib and tie girder webs. The integrity of these heavy and unusual fillet welds (1-5/16 inch and 3/4 inch) must be absolutely and positively confirmed before the central unit of the main span is floated off its temporary supports. In order to make ourselves clearly understood, we are enclosing herewith a copy of the Contractor's Drawing K3513 104CG, showing details at Panel Point 14 and our annotation in red with respect to the full inspection of the 3/4 inch and 1-5/16 inch fillet welds along their entire length.

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The A-514 arch rib webs and the A-441 girder webs in the vicinity of the heavy fillet welds, and the A-588 bottom flange plate of the tie girder in the vicinity of the slots and transverse butt weld, are all locations where material defects and fabrication errors, such as those that became apparent at Panel Point 3, could cause trouble. It is imperative to verify that the plates for all of the material at these locations met the specified ASTM requirements for toughness and ductility, in particular, the specified "bend tests".

It must be apparent to all concerned that there are also important considerations to be checked and taken into account during the actual erection procedure in the field. The critical stage for the central "simple span" unit occurs when the span is floated off its falsework, and becomes supported by the floating barges at its two ends (Panel Point 14 and 14'). At this time, all four corners of the "simple span" unit should be carefully inspected before proceeding to float the span away from the falsework.

The critical stage for the "cantilever" units in the shore spans occurs when the central "simple span" unit is lifted off the barges by the jacking system, and its weight becomes supported by the cantilevers. At this time, the four end corners of the cantilevers should be carefully inspected before releasing and moving the barges.

As a result of our review and study of potential problems at Panel Point 14, at this time, we recommend:

A. Immediate steps should be taken to verify the material and fabrication inspection reports for all critical plates and connections at all four Panel Point 14 joints, as discussed in the foregoing. If positive documentary evidence of satisfactory material, and satisfactory welding, cannot be obtained, then check inspections should be made in the field before proceeding with the raising of the central simple span unit. If there is any remaining doubt regarding materials or fabrication after this, then consideration should be given to reinforcing the welded connections with supplementary bolted connections.

B. During the erection of the central span unit, special checks should be made on the four corner joints at the critical stages, all as outlined above.

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BRIDGE DIVISION

With respect to the matter raised in your letter of November 8, 1972, relative to Panel Point 14 and the 1/2 inch fillet welds connecting the arch rib to the top and bottom flanges of the tie girder, we have the following comments:

These welds were required by the design in order to transfer the torsional moments and transverse shear forces in the arch ribs. While these forces are small, the size of the fillet weld was determined on the basis of material thickness rather than stress computation. The welding across the tensile flange of the tie girder was checked in accordance with the allowable AASHO fatigue stresses for base metal adjacent to fillet welds.

The tensile stresses in the top and bottom flanges of the tie girder, as discussed above, are low and considerably below the allowable permitted by AASHO. Also, the transverse fillet welds do not occur within the localized stress concentration of the circular slots. These fillet welds would not affect the structural integrity, providing the material has the required toughness and is not notch sensitive. If the fillet welds should have flaws, discontinuities, under bead or toe cracks, etc., and the parent material is notch sensitive, this could prove to be a problem.

We therefore recommend that the documentation of the inspection of these fillet welds also be reviewed, and that if you have any doubts about the evidence of this documentation, check inspections should be made in the field.

If there are any comments or questions, please advise us.

Very truly yours,

Alfred Hedefine

Alfred Hedefine

AH/pcs
Enclosure
 As stated

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

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STATE HWY ENGR
DEC 18 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE December 15, 1972

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge
Stadium Freeway
Contract 7276
Coast Guard Permit Extension

Mr. Ed Shields of the Coast Guard in Seattle called on December 13, 1972, and stated that our request for an extension of the Coast Guard Permit on the subject structure has been approved.

Formal approval will follow shortly.

RWE/ag

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. Cunningham

NOTED
F. B. KLABOE

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December 13, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276, Extra Work Order No. 7

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The order covers revising finger plate mounting brackets to allow proper installation of finger plates at panel point 0 and panel point 48. The mounting bracket details shown on the approach plans are not consistant with those shown on the superstructure plans thus requiring this revision.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 9, 1972.

Your approval as of November 9, 1972 is requested.

Attach.

JK:ed

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1972

SUBJECT:
Highway Commission Action
December 12, 1972

To:

R. N. Bothman
H. S. Coulter
L. E. George
F. L. Hall
W. J. Hart
C. T. Keasey
L. H. Young
H. S. Cox
R. P. Hamilton
R. E. Royer

Gene Huntley
John C. Jenkins
L. I. Lindas
D. H. Moehring
C. W. Head
V. E. Skoog
D. G. Talbot
V. D. Wolfe
Gary Sund

All matters on the agenda for the December 12 Commission meeting were approved.

NOA Item

Approved a $5.305 million Overrun of Project Authorization to cover Price Agreement No. 14 for repair and revision of girders on the Fremont Bridge Superstructure, Contract No. 7276 with Murphy Pacific Enterprises.

F B Klaboe

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia

cc George M. Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
R. B. Sipprell
Roy Olson
Gary Ross
Regional Engineers

NOTED
C. W. HEAD

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7276

DATE December 12, 1972

TO Memo to the File

TEB

FROM Thomas Bricher
Bridge Programing ENgineer

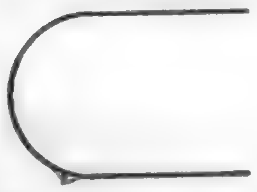
SUBJECT Fremont Bridge
Finite Element Analysis
of Slotted Plate at PP 14
(Bridge 2529)

NOTED
A. E. JOHNSON

A two-dimensional finite element analysis using a program developed by Dr. Ray Clough and Dr. Edward Wilson, Civil Engineer Department of the U. of California, was coded by Kamal Kamadoli and run to determine stress riser factors in the bottom flange plate of the tie girder at Panel Point 14 of the Fremont Bridge. 846 elements and 1024 nodal points were utilized, with fixed boundary conditions. An axial tensile load was applied to produce 12.727 ksi stress in the gross section and 15 ksi stress in the net section at the three slots.

The maximum stress reported by the computer at the baricenter of an element on the edge of one slot* was 33.25 ksi with the direction of principal stress at 17.42° above the horizontal and to the right. This produces a stress riser factor of 33.25/12.727 or 2.61 without extrapolation of stresses to the edge of the element.

TB:dh



* Location of element

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ASSISTANT STATE HIGHWAY ENGINEER

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 12, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

FROM : G. L. Green, Division Engineer
Salem, Oregon

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STATE HWY ENGR
DEC 13 '72
REFER TO

SUBJECT: Oregon Project I-405-8(17)303
Fremont Bridge Superstructure
Panel Point 14

Attached is a memorandum from our Washington office on the subject project details at Panel Point 14. There appears to be some confusion on the welding detail in Section BB on Sheet 25 of the PS&E plans. The memorandum has been discussed with Gary Teeter of your Bridge section. We would appreciate your review of the memorandum and the submission of items mentioned.

Enclosure

12-13-72
REFERRED TO
Al
BY DEPUTY STATE HIGHWAY ENGINEER

cy Edwards
12-13

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. L. E. Lybecker
Regional Federal Highway Administrator
Portland, Oregon 97204

December 5, 1972

HNG-32

D. W. Loutzenheiser, Director, Office of Engineering
By: W. J. Wilkes, Chief, Bridge Division
Washington, D. C. 20590

Freemont Bridge Superstructure
Project I-405-8(17)303
Panel Point 14

In reply to your letter of November 16, 1972, we will appreciate copies of the consultant's replies to the State's letter of October 24 and November 8, 1972, and also the results of the review of the mill reports and the nondestructive testing.

Although the splice detail was modified from that shown on Sheet 25 to satisfy the method of erection, we presume the weld details are the same.

In this regard we note from your later memorandum of November 28, 1972, that the 1/2 inch fillet weld between the outside flange plates of the arch rib and the girder web plate was increased to 1-1/4 inches. Also we note that the slots in the flange plate were not all cut smoothly and perhaps should be ground smooth. This implies that the welding of the arch rib flange plates to the tie girder flange plates was not done as per section B-B. Neither do we note on the plans that the arch rib top and bottom plates were to be transversely welded across the tie girder flange plates. We suggest an as-built detail be transmitted which would indicate the welds as they exist, including any welds of the arch rib top and bottom plates to the tie girder flange plates.

[illegible]

see sec B-B

In light of recent experience with other details of this nature, it is our recommendation at this time that any transverse welding across the flange plates of the tie girder, which was not noted on the PS&E plans, be removed by grinding.

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 12, 1972

TO Memorandum to the Files

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

SUBJECT Fremont Bridge Superstructure
Stadium Freeway
Contract 7276
Contractor's Progress Payment
December, 1972 - PA 14

NOTED
F. B. KLABOE

On December 7, 1972, following a meeting in Salem with the Federal Highway Administration personnel from Washington, D. C., Tom Edwards authorized payments on Price Agreement No. 14 for the subject project on the December estimate as follows:

Item	Payments To Date
Falsework	$ .465 Million
Remove and Repair PP3	1.144 Million
Delay	2.300 Million
Total Payments To Date	$ 3.909 Million
Previous Payments	$ 1.700 Million
Payments on December Estimate	$ 2.209 Million

RWE/ag

cc T. Edwards
F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
W. J. Hart
H. S. Coulter
R. Cunningham

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 8, 1972

TO Mr. R. O. Cunningham
Resident Bridge Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Stay-in-place Metal Deck Forms
Fremont Bridge
Contract 7276

Enclosed are two copies of the proposed stay-in-place deck form system for use on the lower deck of the Fremont Bridge. These drawings were delivered to us by Mr. Tokola for our review.

The general concept of the stay-in-place forms is acceptable both to this office and the Federal Highway Administration. The details of the system, as shown on the attached drawings, are not acceptable. These drawngs are being returned to you for transmittal to the contractor. The drawings should be revised and resubmitted consistant with the suggested revision shown on the marked up print attached. If there are any questions relative to the items marked on these drawings, please contact Mr. Wood of this office.

We also request that in the resubmittal of the details for the stay-in-place forms, attention be given to the method of attaching the clip angles to the stringers in order to facilitate removal of the forms if this should become necessary in the future. In keeping with the requirements of the Federal Highway Administration, a certain number of forms will have to be removed in order to inspect the bottom surface of the deck.

A copy of the Federal Highway Administration Memorandum 40-3-72 on the subject of permanent steel bridge deck forms is enclosed for your information. One set of the attached material is for your use and one set for transmittal to the contractor.

WJH:dh
Enclosures

cc A. E. Johnson
H. S. Coulter
H. A. Schell, Jr.
L. G. Silano

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DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 8, 1972

TO Mr. H. S. Coulter
Metropolitan Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Fremont Bridge Superstructure
Stadium Freeway
Contract 7276
Price Agreement No. 13

Participation is being withheld by the Federal Highway Administration in Price Agreement No. 13, change in vinyl paint from that which was originally specified, due to lack of documentation that the paint originally specified was not satisfactory.

Please forward a summary of the events leading to the initation of this Price Agreement, including any inspection reports, laboratory reports, or other data showing the vinyl paint as originally specified to be unsatisfactory. Any photographs of the original vinyl coating supplied by Mobile showing bubbling would be useful.

Also enclose any record and dates of previous contacts with the Federal Highway Administration regarding this matter. Apparently the increase in price for the new formulation has been justified, but not the reason for variation from the formula originally specified.

Price Agreement No. 13 is being held in this office pending receipt of the above.

JD:dh

cc A. E. Johnson
W. J. Hart
R. O. Cunningham

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DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

DATE December 7, 1972

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-405-8(17)303

FROM
ORIGINAL SIGNED BY
R. D. ASBURRY

L. N. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7276 Extra Work Order No. 8

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

The order covers erection of scaffolds at pp 14 and pp 34 to facilitate inspection of the arch to tie girder junction at the bottom side of the tie girder.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 27, 1972.

Your approval as of November 27, 1972 is requested.

Attach.

JK:dgk

[illegible]
[illegible] - 1972

7276

s

December 5, 1972

To Oregon State Highway Commission

From Tom Edwards
State Highway Engineer

Subject Agreement Extension, UPRR
I-405, Portland

There will be on the agenda for the December 12 meeting a further extension rider to the November 26, 1962, agreement with the Union Pacific Railroad Company which will extend the expiration date of the existing license to make surveys on Railroad property for the Fremont Bridge from November 25, 1972, to November 25, 1974. This is on I-405 (Stadium Freeway) in Portland.

We recommend your approval.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
D. H. Moehring
T. W. Litchfield
H. S. Coulter
Gary Ross
Gary Sund

TWL:jly dps

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FORM 6-30 (REV. 10-68)
FOR FILING

2276

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1972

SUBJECT: Saroyan's Report #1
11 month results of
Coated Plates

To: Mr. A. E. Johnson
Asst. State Highway Engineer
OFFICE

Attached find my comments regarding Saroyan's report and Canron's January 1972 report.

The only comment that should be added to the Canron reports is that all coatings manufacturers have failed to provide adequate technical representation.

With regard to the report on coated panels:

1. The 2' x 2' panels were exposed November 23, 1971.
2. Panels were placed on the roof of each resident.
3. Readings reported were an average of 5 single readings.
4. Pictures dated June 28, 1972 are included.

If there are any further questions regarding this testing, contact me. The year duration report will be issued in early December.

JOHN C. JENKINS
Engineer of Materials & Research

By H. Dean Mandrell

H. DEAN MANDRELL
Materials Engineer

cc: L. I. Lindas
W. J. Hart
E. L. Hardt
J. D. Howard
R. Shotwell

SP*92475-734

Response to John Saroyan's first letter.

Question A-2 - Second and third paragraphs and summary answer many questions that I think pertain directly to our problem.

Question A-6 - Second paragraph covers some of the problem.

In general, I agree wholeheartedly with all of these conclusions Mr. Saroyan makes. As a matter of fact, this letter does us more good than all of Harlan's work.

Contacted Enjay Chemical, Donald Rayhill, November 9, 1972. His information indicates that 195 and 6851 are not the same material. He is having Houston send more information.

Comments as to Canron's January 1972 book.

General Comments - I. We are aware that zinc is a sacrificial metal. II. This whole dissertation goes to great lengths to clean Pittsburgh Testing Laboratories. Why?

Section I - Page 2, point is made as to delay of vinyl topcoating the zinc. I think what they are trying to start is some discussion that this delay contributed to the outbreak of rust. Possible, but stretching.

Section II - Page 4 - The reason the "performance specification" is not used is well answered by Canron in Section VI pages 71 and 72.

Page 5 - After exposure, the steel should have some reduction of thickness, but not complete destruction and large scale rusting.

Page 6 - This case cited seems to contain all the ammunition that is necessary for Canron to have a strong case if you accept that PTL did a good inspection and that no problem was detected before departure from Vancouver.

Section III - Page 9 - Most of the Volume II SSPC is either Tentative or Prepartory. True, 12-64 P was a prepatory, and comments were solicited, but on tentative specs, comments are invited. We probably should have adopted Chapter 9190 of Nav Section, but 12-64 P is not a unique specification. I would refer to 12-64 P Section 2.2 the last sentence - "Therefore, adequate instructions from the manufacturer are essential and must be closely followed to obtain best performance from these coatings." (My emphasis) After talking to Ken Peterson (May 3, 1972) several things seem evident:

1. Enjay (General Paints) apparently was not sure how 191, 193 or 6851 reacted.
2. Canron did not consistently follow the manufacturers instructions. (See Leonard's summary of Petersons comments.)
3. Peterson seems competent.

Section IV - Page 11 - A(1) QPL 23236 has several coatings that would meet the specs, among them RB 191, Mobilzinc 1 and Carbozinc 11 HFP, which is in fact a formulation similar to that which we finally used.

Page 12 (10) - At this point, all of the suppliers are in default. Also, General Paint, the licinsee in Canada did not impress me personally as being able to properly self inspect and assist. Case in point, when some inspector tells me he can inspect anything thoroughly with binoculars from 75 ft, I have my doubts.

Page 19 - Asking for a certain profile or specifying certain conditions better than absolutely required is not exclusive with this contract or this State.

Page 26 - 3.5.1 - My understanding is that some of the painting was done outside.

3.5.1.2 - It was my understanding that conditions at Canron were not as ideal as portrayed in this section.

3.5.1.3 and 4 - In Canron's notes dated September 14, 1970, there is reference made to problem with curing time and it seems from their information, that the steel was exposed several hours before final curing.

This was the letter that asked that 193 be approved.

Page 30 - Canron asked to be allowed to use RB193 with discretionary use of 6851 cure acceleratior. Since discretionary use involved risks we were not willing to take, use at all times was required.

Page 32 - 3.5.1.8 - The paint film continues to lose volatiles for a considerable time, and the final cured thickness should only be read after considerable time (8 hrs or more).

Page 33 - 50 readings in a 90 ft section is minimal. With reference to the last paragraph, true, there may have been 3 mils of something, but how much zinc was contained in the coating? If as Canron claims, there is problem with washing the zinc, where did the residue go? There was not excessive sediment in the bottom of the tubs.

Page 34 - The wet film/dry film relationship is valid only when the amount of pigment applied is as per spec. If the zinc had a chance to settle, the 62% volume solids would be invalid. Coverage with this material is difficult to calculate, the pigment is heavy, and the losses are high.

Ken Peterson (PTL) indicates in the comments cited previously that wet film gauge were absent.

Page 36 - The Tooke gauge was used, but seemingly improperly.

3.5.1.9 - Cured coating would indicate a coating which was measured 8 hours or so after painting.

Page 43 - 44 - It would seem that had wide latitude.

(1) Paint - RB191 was not the only useable product.

(2) Canron asked for and received permission to alter steps many times.

The concluding reference to PTL leaves some question as to the acceptability of their inspection.

Section V - Page 45 - Two comments - (1) O.K. if you put the paint on, where is it, and the more I delve into this problem, the more I am convinced there are no experts on IOZ.

Page 48 - The quote from 12-64 P: The zinc corrosion products were being induced from the 6851 Phosphoric acid cure accelerator, therefore, this should retard any further sacrifical action.

Page 49 - I am fully confident everyone concerned in Highway was aware of the nature of the zinc.

Page 50 - Enjay's representatives (Bozman & Blue) several times mentioned bubbling and pinholing with vinyls was common.

Enjay's info on 193 states "Once the RB 193 film is completely dry, a thorough washing with fresh water will improve topcoat performance by sealing up micropores in the film and removing excess alkalinity." Note: they say fresh water, not distilled water, or demineralized water.

Page 51 - I would agree to the lack of a high order of chemical engineering and corrosion control expertise, and think this should be attributed to Enjay, the same place the specs place this responsibility.

The State of Washington uses IOZ on new or totally sandblasted bridges (March 6, 1972, Lew Cody).

This phrase from SSPC should have been kept.

Page 54 - Harlan extrapolates information from his findings that are either out of the range for extrapolation, or not indicated.

Page 55 - Harlan used accelerated testing. This is fine for comparing coating A to B to C, but not for comparing coating A artifically weathered to Coating A in the field. Contrary to published data, there is no correlation constant for varying exposures.

Page 56 - Great mention is made of the cement plant. The nearest cement plant is in Lake Oswego. What is close to Fremont is a storage facility, loading facility.

Page 56 - 57 - We have 2' x 2' x 1/4" steel plates exposed on the roof of each of the residents offices.

Page 57 - 59 - I concur, rust stain is very detrimental.

Page 60 - 13.1-78.6 - SO_2 levels are not dramatic jumps in light of Enjays allowance for 300 ppm H_2S atmospheric contamination.

These people apparently think we only got information from Harlan. Other sources were also used.

Section VI - Page 62 - We did not pick Enjay, other options were open.

Page 63 - Canron did have options, and when they needed a change, we generally allowed it.

Page 64 - Canron goes to great lengths to protect PTL. Why?

Page 65 - The position was and is that sufficient ZINC was not applied.

Page 65 - 66 - I am unaware of this change. 2 mils is insufficient thickness. It was my understanding that anything under 2½ mils had to be brought to specs.

Page 68 - Calculation of Zinc or heavy metal dust on a wet film/dry film is more in the realm of art, not engineering.

Page 69 - The smartest change we made - to Carboline - The main span steel has been exposed for 2 winters, and while some of the surfaces are bad, much of this steel is satisfactorily coated.

Page 70 - This is more Metaphysics than fact.

First, I hope we continue with IOZ

Second, I hope we continue with tight specs.

Page 71 - There is a difference between dry film in the shop, and dry film on the cured coating.

Page 72 - True, much has been learned, but the more we learn, the more Canron's application, PTL's inspection, and Enjays personnel come under question.

East Fremont
Started Nov 23, 1971
Prepared Nov 13, 1972

	Initial	6 mos	11 mos	Net Change
RB 191 - 2 mils	3.2	3.1	3.0	-0.2
RB 191 - 3 mils	4.8	4.2	3.6	-1.2
RB 193-1 mil - no cure	1.8	1.7	1.6	-0.2
RB 193-1 mil - rec. cure	1.5	1.5	1.4	-0.1
RB 193-1 mil-2x cure	1.8	1.6	1.6	-0.2
RB193-2 mil - no cure	2.1	2.1	2.0	-0.1
-2 mil - rec. cure	2.2	2.1	1.8	-0.4
-2x cure	2.4	2.2	1.6	-0.8
RB193-3 mil - no cure	2.9	2.5	2.3	-0.6
- rec cure	2.9	2.9	2.9	-0.0
- 2x cure	2.8	2.7	2.3	-0.5
Carbozinc 11 - 2 mil	4.2	4.0	3.3	-0.9
-3 mil	6.0	5.8	5.0	-1.0

West Fremont
Started Nov 23, 1971
Prepared Nov. 15, 1972

	Initial	6 mos	11 mos	Net Change
RB 191 - 2 mils	3.4	3.4	3.3	-0.1
-3 mils	3.4	3.3	3.3	-0.1
RB193 - 1mil - no cure	1.9	1.9	1.8	-0.1
-rec. cure	1.8	1.7	1.5	-0.3
-2x cure	2.0	1.6	1.5	-0.5
RB193-2mil - no cure	2.7	2.3	2.2	-0.5
-rec. cure	2.7	2.6	2.6	-0.1
-2x cure	2.3	2.3	1.9	-0.4
RB193-3mil-no cure	3.1	2.8	2.4	-0.7
-rec. cure	3.4	2.9	2.7	-0.7
-2x cure	3.8	3.1	2.9	-0.9
Carbozinc 11 - 2mil	3.9	3.5	3.3	-0.6
- 3mil	4.5	4.3	4.2	-0.3

Zinc Institute, Inc. 292 Madison Avenue, New York, N.Y. 10017 • (212) 679-6020

June 14, 1971

Mr. J. E. Chidsey, P.E.
Structural Quality Control Engineer
Material & Research Section
Engineering Laboratories
Salem, Oregon 97310

Dear Mr Chidsey:

Inorganic Zinc Rich Paint Problem

With reference to the next to the last paragraph of your letter of June 10, somebody is obviously giving you a song and dance. These paints hold up well, when well applied, after five to eight years in flowing sea water immersion service. Therefore, it is incomprehensible how one could say that the primer has been eroded away by the elements after a mere few months.

Actually, in shipyards abroad, they apply ½ mil zinc rich paint and leave the painted stock outside for periods of over six months before priming and finish coating them. With the use of ½ mil protective coating, while in storage, no rust has been reported on ships' plates and the ½ mil protective coating has also been found to be intact.

What more can I say.

If I can be of any further service, please feel free to call upon me.

Very truly yours,

E. W. Horvick

E. W. Horvick per mrr
Director of Technical Services

RECEIVED
JUN 24 1971
MATERIALS DIVISION
OFFICE

EWH:mrr
Enc

NOTED
JOHN C. JENKINS

NOTED
J. E. CHIDSEY

offices: Detroit, Michigan • Toronto, Ont., Canada

June 10, 1971

Mr. E. W. Horvick
Director of Technical Services
Zinc Institute, Inc.
292 Madison Avenue
New York, N. Y. 10017

Dear Mr. Horvick:

I would like to thank you for taking the time to give thought and consideration to our inorganic zinc primer problem. I regret that I failed to include all of the pertinent information, but will endever to do so at this time.

The inorganic zinc primer is from a reputable manufacturer. In fact, this product is on both the QPL 23236 list and the NAVSECNote 9190 list. The manufacturer is mute about this problem. They feel that this problem is between the State and the Contractor.

The Fabricator claims that there is the specified dry millage on the steel members when they are removed from the paint line. This inorganic zinc primer is a self-curing product that is being force cured by application of a phosphoric acid accelerator. The Fabricator was appyling this at a rate of 400 sq. ft. per gallon. Application at this rate would result in a wet film of this phosphoric acid accelerator of over three mils. We feel that this is rather excessive.

When the members are removed from the paint line and put out into the weather, the inorganic zinc primer was fully cured and hard. After the length of time I previously mention, upon arrival at the jobsite, the primer was deficient.

We have exposed primed and cured steel panels to continuously running water for considerable periods with no detrimental effects.

NOTED
JOHN C. JENKINS

In view of this, it is hard for us to accept the Fabricator's contention that the inorganic zinc primer has been eroded away by the elements.

Again I thank you for your time and consideration in this problem. We appreciate it greatly.

Yours truly,

JOHN C. JENKINS, P.E.
Engineer of Materials & Research

By JEC

J. E. CHIDSEY, P.E.
Structural Quality Control Engineer

JEC:eb

Zinc Institute, Inc. 292 Madison Avenue, New York, N.Y. 10017 • (212) 679-6020

June 3, 1971

Mr. J. E. Chidsey, P.E.
Structural Quality Control Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

Problem with Water-Based Inorganic Zinc Primer

Referring to your letter of 5/24, neither having all of the facts, nor seeing the application, makes it difficult to offer an objective diagnosis. However, let us examine what was mentioned in your letter.

In the last three sentences of the second paragraph of your letter you state, "Upon inspection by our personnel on the job site it was determined that the required milage was not present. The loss in some instances is up to 100%. The time involved is from two to five months." Obviously this is contrary to all experience; even mediocre paint poorly applied do not offer such shaddy performance. On the contrary reputable zinc rich paint properly applied have excellent performance; that is why they are being increasingly used - and why chemical and petroleum companies, having found these paints so successful for their own use, have gone into the business of producing and selling zinc rich paints.

With this preface, let us consider the situation readily.

1. We assume you are using products of reputable paint producers. Have you spoken to them about the matter and what is their reply?
2. In the second paragraph of your letter you stated that the fabricator claims that the required thickness is on the steel members when the member leave his paint line. The timing implied almost prompts me to ask if he is referring to the wet film thickness.
3. Is the paint self curing or post curing type? As you know, at low (near freezing) temperatures or under certain high humidity conditions, curing of water-based inorganic paint coatings may be retarded. If the material left the shop in an uncured condition and in fact, was not totally cured and hard the possibility exist that the coating could have been partially washed, also if not hardened in materials handling, cases have been known where due to circumstances the coating was actually scraped to somewhat remove it.

NOTED
JOHN C. JENKINS

NOTED
J. E. CHIDSEY

From where I stand and what I know it is difficult to say whether the paint or the application is at fault, I am incline to believe the latter. Perhaps you might be able to determine this by testing a sample -- a length of steel that is cleaned, blasted, painted for the proper thickness and eventually hosed down to see what happens.

I hope my review of the situation is of some help to you. If I can be of any further assistance to you, I should be glad to, provided you spell out the specifics to offer me some guide line.

Very truly yours,

ZINC INSTITUTE, INC.

E.W. Horvick
Director of Technical Services

EWH:mrr

May 24, 1971

Mr. Ernie Horvic
Director of Technical Services
Zinc Institute
292 Madison Avenue
New York, N. Y. 10017

Dear Mr. Horvic:

The Oregon State Highway Division is currently specifying inorganic zinc primers for the protection for some of the new steel structures that we contract and some of the maintenance painting contracts that are let. We have had contractors supply either water-based or solvent-based primers.

We have a contract that calls for all steel members to be sandblasted to "white" metal (SSPC-SP5 specification) and primed with a three mil coating of inorganic zinc in the shop. The inorganic zinc primer used is a water-base product. The fabricator claims that the required thickness is on the steel members when the members leave his paint line. After some time in storage, the members were shipped to the job site. Upon inspection by our personnel on the job site it was determined that the required milage was not present. The loss in some instances is up to 100%. The time involved is from two to five months.

The contractor and the steel fabricator contend that the unprotected inorganic zinc primer is washed off or deteriorates in the intervening period. This contention is based on the quantity of primer used to cover the area involved. Based on the number of gallons of primer used, a theoretical dry-film coverage is computed with an allowance for over spray, losses, etc.

Are you, or anyone in your organization, aware of any reports, surveys or other factual information that might clarify this problem? Any information you can give us will be greatly appreciated.

Yours truly,

JOHN C. JENKINS, P.E.
Engineer of Materials & Research

by

J. E. Chidsey, P.E.
Structural Quality Control Engineer

JEC:BM

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FORM 2-60-X 12-67

7276

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1972

NOTED
A. E. JOHNSON

SUBJECT: Fremont Bridge Painting
Contract #7276

To: Walter J. Hart
Bridge Engineer
OFFICE

Herewith my response to the second discussion by John Saroyan.

Question B-1 - We agree that the curing agent salts, in fact all salts deposited on the surface, need to be removed. The red lead vinyl formula 119 is an unacceptable coating for environmental reasons.

At this time, we are not having problems with large sheets of the vinyl peeling, which is not to say we might not have problems later.

I agree that we needed a seal coat, but a thinned coat of the vinyl applied at Canron's facility would have sufficed.

Of the 5 requirements stressed by Saroyan, #4 & 5 were not met, and when the vinyl was thinned, much of it was thinned with straight MEK, which compounds problems of adhesion, bubbling, and pinholing.

Question B-2 - We have learned after the fact; we now admit that we cannot achieve the 5 mil one-coat surface and get a fully acceptable job. One problem that Saroyan does not allude to is the problem of solvent from the vinyl being entrapped in the porous surface of the zinc, thereby causing bubbling, cratering and pinholing.

Question B-3 - The second, third, and fourth paragraphs and the summary point up what Chidsey and I have been saying all along, and were resisted so strongly by Enjay & Canron (and others).

Question C - Mathematically, these figures are hard to dispute. However, there are a few points that ought to be discussed:

1) item (a-c) page 2. Saroyan treats this as a continuous reaction, that carries on undiluted indifinitely, which is doubtful. This is certainly a reaction, but the conversion of SO_2 to H_2SO_4 may or may not be complete, in which case, the calculations are erroneous. It is true as Saroyan states that Zinc Sulfate is

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

soluble in water, 50 grams of Zinc Sulfate being soluble in 100 grams of water.

As is stated on page 3, for suitability of RB191 Enjay requires the environment contain less than 300 ppm H_2S. 0.03-0.05 ppm SO_2 is much less severe than 300 ppm H_2S. (See items 3 & 6, Enjay brochure on 191, which would hold for 193 also.)

Question D - Obviously, I disagree with Saroyan's analysis of this system. In every other structural paint system a stripe coat is used, due to the very simple fact that paints have great difficulty in bridging a sharp edge, or conforming completely to a curved surface, and a stripe coat gives additional protection in these critical areas. Critical, because these areas are the first to fail.

The reason for using an organic zinc instead of an inorganic zinc is the simple fact that second coating with an inorganic zinc is a bit tricky, and the organic zinc is a more forgiving paint.

Question E - This is a redundant point in that we agree that Portland's atmosphere is detrimental to an IOZ system, the question is how much? The summary indicates the variability of attack is due to "luck". We contend that the lack of logical attack pattern is due to the random quality of application by the painter, since most areas are subject to identical environmental conditions.

Question F & G Assuming the equations and conclusions in answer to Question C are totally correct, it can be seen that a tremendously large amount of Zinc Sulfate would be produced. The question here is, where did it go? Zinc Sulfate is a non-volatile inorganic system, which should be present even when dry. Samples of scrapings from the bottom and sides were taken, and small (trace) amounts of zinc sulfate were found, but this is to be expected.

Question H - True, but our coatings on panels that are exposed in Portland are reacting the same as the girders painted at Fought in Portland and exposed to the Portland environment. They are inactive, or show only slight loss.

Question I - No comment other than to generally agree.

Question J - I concur with the summary.

Question K - I agree with his point that the iron stains would be detrimental. The iron would be protected by the zinc even before the steel would. Therefore, the rust stain would be detrimental, in a continuing reaction.

Question L - In Saroyan's answer to this, he takes as fact the statements of Canron as to conditions in the paint shed. These conditions I question. The reference in his opening statement indicate the acceptance of PTL's inspection, which I also question.

He (Saroyan) makes reference to the 195 cure solution. I am not aware that the 195 is the same as used at Canron and called 6851.

In the fifth paragraph, he refers again to the factors being "controlled, inspected and certified." It seems to me that they are aware that our inspection agency accepted the job. Paragraph #6 discusses a normal rusting pattern. But some of the rusting followed no logical pattern, rather the random motion of a confused painter.

Question M - The point of this answer escapes me. What he is saying is that if the surface is "cured", the attack will diminish considerably. Agreed, but the factors at Canron's plant, if we accept the conditions they tell us existed, would, with the addition of the curing solution, provide a complete cure, and the effects of the Portland atmosphere would not be too serious, or not as serious as witnessed. Therefore, we conclude that the cure at the Canron plant in Question L was not satisfactory.

Question N - I would defer to Cunningham. There is probably more evidence to back up the allegation of improper coating than there is to support Saroyan's argument that self cure in Richmond is better than induced cure in Vancouver, or that aggressive attack is not uniform.

Question O - Covered in first letter.

Question P - I concur.

Question Q - It is my considered opinion that the inspection was below acceptable levels, and that was one of the over-riding factors that caused the deterioration. I say this because I think the Tooke gage was being misread until someone pointed out to the inspection personnel how to properly read the gage.

Secondly, there weren't enough inspectors to thoroughly cover the job as needed. In retrospect, and looking ahead, I hope we have learned to use our own qualified inspection personnel instead of using unqualified inspection agencies.

I would agree that a significant factor in the deterioration was the atmosphere, but that does not answer all the questions.

I concur wholeheartedly with his summary to Question Q. I would go one step further, however, and say that the IOZ should have a 117 second coat of 0.5-1.0 mils, and a 1 mil coat of vinyl immediately and before shipping, which would cure many of the problems.

Note: These are Dean Mandrell's comments.

JOHN C. JENKINS
Engineer of Materials & Research

cc: A. E. Johnson
H. S. Coulter
R. D. Cunningham

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OREGON STATE
HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR
Info Invest R/D DIR Sign Act File

7276

November 8, 1972

Mr. E. F. Nordlin
Materials & Research Department
California Division of Highways
5900 Folsom Blvd.
Sacramento, California 95819

Re: Fremont Bridge Repair
Contract #7276

Dear Mr. Nordlin:

This is to confirm a telephone conversation I had with Mr. James Peterson of your Berkeley office on November 6, 1972.

We have been advised by phone that American Bridge has performed oxygen cutting procedure tests on 2 3/4-inch thick A588 steel with the following results:

Procedure 1. Preheat to 300F; cut using 90 psi oxygen pressure; bend 2 3/4" wide specimen 1 1/8" thick about 2 1/4" diameter pin. Result: Fracture @ 90°.

Procedure 2. Preheat to 300F; cut using 40 psi oxygen pressure; bend 2 3/4" wide specimen 1 1/8" thick about 2 1/4" diameter pin. Result: No fracture @ 180°.

We hereby authorize the use of Procedure 2 as indicated above, based on the stated tests. Written confirmation of these tests results will be required.

Very truly yours,

GEORGE M. BALDWIN
Administrator of Highways

By

JOHN C. JENKINS
Engineer of Materials & Research

NOTED
TOM EDWARDS

cc: Tom Edwards
A. E. Johnson
W. J. Hart
H. S. Coulter
R. D. Cunningham
L. Lowe

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL CORPORATION

103 OYSTER POINT BLVD.
SOUTH SAN FRANCISCO, CALIF.

METALLURGICAL LABORATORY REPORT

PURPOSE Burning-Bend Test to qualify burning technique.

TEST MADE FOR Contract 7276 State of Oregon JOB NO. K3515-X1 DATE RECEIVED 9-22-72

DATE REPORTED 9-22-72

MATERIAL ASTM A588 2-3/4" plate/

TYPE TEST*	HEAT NO. OR LAB. NO	HARDNESS			DIMENSIONS			YIELD STR. (.2% OFFSET)		TENSILE STR.		% ELONG. 2 IN.	% R.A.	BEND TEST	LOCATION OF FRACTURE
		WELD	HEAT AFFECT	BASE METAL	WIDTH	THICK.	AREA	LOAD LBS	PSI	LOAD LBS.	PSI				
Bend	#90	Specimen depth: 2-3/4" Specimen thickness: 1-1/8" Specimen length: 20" Specified diameter: 2T Test Bend diameter: 2-1/4" Test results: Broke at 90°						This sample: Flame cut using a #8 tip @ 90 lbs pressure Flamex method. Plate preheated to 300° F prior to burning.							
Bend	#40	Specimen depth: 2-3/4" Specimen thickness: 1-1/8" Specimen length: 20" Specified diameter: 2T Test Bend diameter: 2-1/4" Test results: Bent 180° No fracture						This sample: Flame cut using a #8 tip @40 lbs pressure Flamex method. Plate preheated to 300° F prior to burning.							

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Resident Bridge Engineer

CHECK ANALYSIS								HEAT TREATMENT							WELDING DATA			
LAB. NO.	C	MN	P	S	SI			CYCLE	TEMP. OF	TIME MIN.	COOL	TEMP. OF.	TIME MIN.	COOL	METHOD	ROD OR WIRE TYPE	DIA.	FLUX

TEST SYMBOLS:

Tensile Tests

TL - TENSILE LONGITUDINAL IN PLATE.
TT - TRANSVERSE TENSILE IN PLATE.
TW - TRANSVERSE ACROSS WELD-WELD FULL.
TWR - TRANSVERSE ACROSS WELD-WELD REDUCED.

Bend Tests

FB - FREE FACE BEND.
GFB - GUIDED FACE BEND.
GRB - GUIDED ROOT BEND.
GSB - GUIDED SIDE BEND.
NB - NICK BREAK.
RB - FREE ROOT BEND.

Hardness Tests

B - ROCKWELL B HARDNESS.
C - ROCKWELL C HARDNESS.
BHN - BRINELL HARDNESS NUMBER.
KHN - KNOOP HARDNESS NUMBER.

TESTED BY: H. K. Seide

Witnessed by ~~APPROVED BY~~: R. J. S[illegible]
by S. F. [illegible]
Insp. Calif. State Div. of Highways

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7276

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 760
6 November 1972

Oregon State Highway Division
Attn: Mr. A. E. Johnson
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your request for time extension to allow completion of the Fremont Bridge over Willamette River in Portland, has been received.

The application was forward to Coast Guard Headquarters in Washington, as only the Commandant can approve time extensions.

Your timely request will maintain the permit until acted upon in Washington.

Sincerely,

R. V. HACKNEY
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Mr Klaboe
cy Wag, Hauk
L. H. Young
11-9-72

NOTED
F. B. KLABOE

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A. E. JOHNSON

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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A E Johnson

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 3, 1972

TO Memorandum to the Files

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Fremont Bridge Superstructure
Contract 7276
PA 14 - Repair of Fracture
FHWA Comments

Mr. Herbert Schell called me on October 31, 1972, relative to our letter of October 30, 1972, concerning PA No. 14 for the subject structure.

He was concerned about our explanation of why a curved section had not been includedin the machined junction pieces prior to contract award as stated in their letter of January 3, 1969. He thought we should have admitted we had mistakenly left the curved section out and let it go at that.

Mr. Herbert Schell called me again on November 2, 1972, stating that he objected to the term "good practice" used on Page 3 of our October 30, 1972, letter relative to the machined piece being in place with the direction of rolling transverse to the direction of applied stress. He said he would be satisfied if the term was changed to "normal practice".

He also referred to the indication that the FHWA had approved the erection scheme on the bottom of Page 3. He was satisfied when I suggested changing the wording to indicate that they accepted the scheme.

He further questioned our statement that the FHWA knew about the first crack of the machined junction piece because they had approved a price agreement to incorporate a curved section in the piece. (This curve approximated the suggestion of FHWA's letter of January 3, 1969.) He indicated that it may have been approved by the local FHWA office but was not reviewed by their Bridge Section and, therefore, it was not really approved by them. I told him I thought this was an internal problem of FHWA.

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

I told him I would take back our letter of October 30 and change the wording as described above and then return the changed letter to him. He indicated this would satisfy him.

RWE/ag

cc A. E. Johnson
W. J. Hart
A. A. Rear

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7276

November 2, 1972

Commander (oan)
13th Coast Guard District
U.S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
H. S. Coulter

Dear Sir:

Fremont Bridge Superstructure
Bridge Permit 40-67a
March 23, 1970

Article 4 of the amended construction permit for the subject project gives December 31, 1972 as the date for the completion of the bridge construction. It is now apparent that the construction will not be complete by that date and it is herein requested that the completion date be extended.

During the erection of the west back span of the subject project, the left tie girder fractured at Panel Point 3. As a result of this fracture, the junction between the arch and the tie girder has been completely redesigned, the design checked by another consultant, and studies have been made by yet another consultant to determine the cause of the fracture. The fabrication of new sections to replace the defective parts and the reinstallation have also contributed to the delay.

In view of the above, it is requested that the completion date shown in Article 4 of the amendment to the bridge permit be changed to show a revised completion date of July, 1974.

Your early consideration of this request will be appreciated.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

RJW:dh ja

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 30, 1972

TO Glen L. Green
~~R. F. Simpson~~, Division Engineer
Federal Highway Administration

FROM

Tom Edwards
State Highway Engineer

SUBJECT Fremont Bridge Superstructure
Stadium Freeway
Contract 7276
Price Agreement No. 14

Your letter of October 16, 1972, requests explanations of certain phases of the justification of Price Agreement No. 14 for the subject project.

Immediately following the main girder fracture, steps were taken to determine cause of failure as follows:

1. The designer, Parsons, Brinckerhoff, Quade & Douglas, were asked to re-analyze stresses using finite analysis methods.

2. Howard, Needles, Tammen & Bergendoff were retained by the Oregon State Highway Division to make finite analysis of stresses at the point of fracture.

3. In-house design section of OSHD made its own finite analysis of the fracture section.

4. The contractor, Murphy Pacific, Inc., requested its steel erection consultant, Earl & Wright, to re-analyze the erection procedures to determine if stresses were excessive.

5. The contractor retained the firm of Richardson-Gordon of Pittsburgh to analyze the stresses and procedures to determine if excessive stresses occurred during erection.

Both Earl & Wright and Richardson-Gordon report that stresses were not in excess of final working limits. PBQ & D and HNTB, as well as OSHD design section, reached the same conclusion.

The finite analysis made by OSHD, HNTB and PGQ & D indicate a high extreme fiber stress at the point of fracture. The three do not agree as to the magnitude; PGQ & D shows results lower than HNTB; OSHD shows stresses higher than HNTB.

Metallurgical Engineers, Inc. have made an excellent metallurgical analysis of the fractured piece. They indicate that the material met the specifications. They indicate a small heat-effected zone at the weld. The preheat limit of 300°F was obviously exceeded. The contractor claims this zone is caused by heat straightening which has a limit of 1200°F.

Based on review of this data, and more particularly on the design of the structure, we arrived at a decision to revise the joint. Bearings at both main piers are fixed. A constantly changing condition occurs at the point of fracture due to both temperature and loading variations. Due to metal fatigue leading to inevitable facture at this point, any attempt to proceed with the original design could only be considered malfeasance.

HNTB, the State's consultant, states that the machined piece design incorporates a stress raiser and that the calculated extreme fiber stresses are high. These, combined with residual stresses, may have exceeded the yield strength of the material. They further state that this does not explain the sudden failure and that some defect and/or lack of ductility or toughness was present to cause the sudden failure. The welding associated with the junction pieces was done in accord with approved procedure and any residual stresses are a result of that procedure and ineherent to the welded design. The combination of high fiber stress and residual stress is, therefore, a result of the design.(except for the heat-effected zone found by MEI). The use of 6 1/4-inch thick A588 plate for machining the junction pieces which resulted in flaws and laminations in the working face of the machined piece is also a result of the design. The apparent low resistance to toughness of the machined piece is the result of accepting the A588 plate on the basis of charpy tests for previously rolled plates and charpy tests made by the mill. Such provisions were included in the specifications which were written by the designer, therefore, the low toughness was also the result of the design. All three factors required for a brittle fracture (flaws, low toughness, and tensile stress) were present because of the design. The design items were approved or recommended by the State and the Federal Highway Administration.

For the purpose of inspecting structural steel fabrication on this project, the State engaged the well-known, qualified and reputable Pittsburgh Testing Laboratories.

This firm has had years of experience in the inspection field and was fully aware of the standard and acceptable procedures of fabrication and its inspection. They, acting as the State's agent, inspected the cutting and fabrication of the machined junction pieces. If alignment of these pieces in the structure, transverse to the direction of rolling, had been in violation of the specifications, against standard procedures or contrary to normal construction practice, they would have responded by rejecting the pieces. The initial opportunity for such rejection was at the time the pieces were cut from the rolled plate. Because alignment transverse to the direction of rolling was not in violation of the specifications or contrary to normal practice, the rejection was not made by PTL at that time or any other time during fabrication.

At a July 8 meeting in Murphy Pacific's Richmond plant, Mr. Mowatt and others of the FHWA were made aware that the direction of rolling of the junction pieces was transverse to the longitudinal axis of the girder. (See H. Schell's memo of July 27, 1971.) Mr. Mowatt was not sure this was significant; however, later communication from the FHWA did not comment further on this matter and approval was assumed. Knowledge of this situation and lack of direction to correct it certainly is tantamount to approval. Such approval releases the contractor from further responsibility for the misaligned pieces.

Even though the FHWA and the State were not aware of the misalignment of the machined junction pieces until July, 1971, their approval of same at that time (prior to erection) places responsibility for orientation on the Federal Highway Administration and the Oregon State Highway Division. If this had been considered a serious situation and the contractor's responsibility at the time, the State and the FHWA would have required reorientation regardless of the cost and/or delay. Cost and delay are certainly not reasons to compromise public safety. Approval of the "crossways" orientation by the State and the FHWA relieved the contractor of further responsibility.

After the second crack occurred (discovered on a barge at Portland) in a weld at Panel Point 3, the State requested that the consultant design a bolted joint to bypass the weld. The contractor indicated he would prefer to make corrections by welding and retain the original design. The FHWA advised the State that the joint would be adequate if the weld was properly done with no defects. (See H. Schell's office memorandum of July 27, 1971.) The State abandoned the bolted joint at this point and allowed the contractor to make the repairs by welding. Since the FHWA and the State chose the method of correcting the cracked weld and since the contractor performed the repair welding to the satisfaction of the State, the contractor has no further responsibility for the joint because of this work.

The erection scheme as selected by the contractor incorporated the use of heavy expensive equipment and placed heavy stresses on some sections. Prior to use the scheme was reviewed by the consultant, the State, and the FHWA and was accepted as

This firm has had years of experience in the inspection field and was fully aware of the standard and acceptable procedures of fabrication and its inspection. They, acting as the State's agent, inspected the cutting and fabrication of the machined junction pieces. If alignment of these pieces in the structure, transverse to the direction of rolling, had been in violation of the specifications, against standard procedures or contrary to normal construction practice, they would have responded by rejecting the pieces. The initial opportunity for such rejection was at the time the pieces were cut from the rolled plate. Because alignment transverse to the direction of rolling was not in violation of the specifications or contrary to normal practice, the rejection was not made by PTL at that time or any other time during fabrication.

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The erection scheme as selected by the contractor incorporated the use of heavy expensive equipment and placed heavy stresses on some sections. Prior to use the scheme was reviewed by the consultant, the State, and the FHWA and was accepted as satisfactory for use. The contractor followed the approved scheme and during erection the main tie girder fractured at Panel Point 3. Reviews by various consultants indicate that the erection procedure was not the cause of the fracture. The reviews revealed that the erection stress was no higher than that which would be encountered after opening the completed structure to traffic, therefore, the fracture was inevitable. The inevitable fracture would then be a result of design, that is, the shape of the junction piece, the material from which it was milled, and the design stress applied. Since the erection stress was equal to and merely replaced the design stress, the failure at time of erection is also attributable to design. Since the design is the responsibility of the consultant, the State and the FHWA, the contractor cannot be held responsible.

The fracture was a blessing in disguise since it occurred during erection and was only a delay. Occurrence under working loads after the structure was open to traffic would have been a disaster.

The suggestion that the contractor assume 22 percent responsibility for the fracture which was assigned to the fabrication phase, is based on an interpretation of responsibility which is in conflict with the intent at the time the matrix was constructed. Material toughness, flaw size, and stress level were arbitrarily given equal weight as brittle fracture causes (33.33% each). Fabrication was, in turn, assigned one-third of the material toughness weight (because of orientation of the junction piece and the heat-effected zone) and one-third of the flaw size weight (because the junction piece was fabricated from A588 thick plate). Fabrication was thus assigned 22.22 percent of the overall responsibility for the fracture. Orientation of the machined pieces is the responsibility of the consultant, the State, and the FHWA because: 1) Neither the project specifications nor any other specifications of which we are aware prohibited misorientation and 2) The State and the FHWA approved misalignment when it was brought to their attention prior to erection. The presence of a heat-effected zone is the responsibility of the contractor because of his use of a high preweld heat and of the inspection agency for allowing same. The use of the A588 thick plate for junction pieces and the presence of flaws in the working face of the junction piece because of the machining are features of fabrication which were required by the design. This required fabrication is then the responsibility of the consultant, the State, and the Federal Highway Administration. The remaining portion of fabrication connected with the fracture and assignable to the contractor is the heat-effected zone which, according to the responsibility matrix, is 3.70 percent of the brittle fracture cause.

The consultant's original design of the junction piece had the girder flange weld and the girder flange-to-arch flange weld one above the other. The FHWA's memorandum of January 3, 1969, recommended offsetting the girder-to-arch flange weld slightly toward center of junction piece and machining in a curve where the junction piece meets the top of the arch flange plate. The State's letter of March 14, 1969, to the FHWA says that the State has revised the junction piece similar to the sketch accompanying the January 3 memorandum. Mr. Ivan D. Merchant's memorandum to the files states that he talked with the consultant about changing the junction piece as shown on the January 3 sketch and that the consultant will change the detail or cover it with a discussion memorandum. The detail was changed to a accomplish the offset of welds, but a notch was used instead of a curved transition. On August 21, 1970, a crack occurred in the machined junction piece during assembly of the main girder flange. The crack began at the notch. On August 25, 1970, Murphy Pacific sent a letter to Robert Cunningham stating that the notch was a stress raiser and should be eliminated. The crack was repaired by welding, and the notch changed to 1 5/8-inch radius curve by machining. This is a sharper curve than indicated in the FHWA's January 3 sketch. Welding at the junction piece was stress relieved by heat. On September 9, 1970, the FHWA approved a price agreement to compensate the contractor for modifying the junction pieces and stress relieving after welding. At this time, if not earlier, the Federal Highway Administration was aware of the circumstances involved. The finite analysis of the redesigned curved section of the machined piece indicates that the highest stresses are in the section of the curve adjacent to the girder flange and not in the section adjacent to the arch flange. Since the curve shown in the sketch of January 3 is, relatively speaking, similar to that actually used, we believe that both constitute a stress raiser of similar magnitude. Of more importance is the effect of machining which causes the flaws and laminations in the center of the 6 1/4-inch plate to become included in the working face of the finished piece.

The Federal Highway Administration's memorandum of January 3, 1969, suggested that ". . . the material in the junction piece can be changed to the more easily machineable A588." The designer complied and included recommendation of the FHWA memorandum of January 16, 1968, and October 4, 1966, regarding A588 steel in the specifications for the project. These recommendations include provisions for charpy V-notch impact tests for informational purposes only with the inference that impact values for acceptance may cause the price of steel to be considerably more costly. In view of our experience on this project, such false economy does not appear warranted. It is true that steel producers make A588 in thicknesses up to eight inches with allowable stress levels of 23,000 psi. However, due to the inherant flaws and laminations in the center of such rolled plates, they should not be used for machined pieces. Machining results in the center of the plate becoming a face of the piece. This face, with its incorporated flaws and laminations, is then subjected to high working stresses. This results in even higher actual stresses. Our experience with A588 steel indicates that charpy tests made on past heats do not necessarily indicate the toughness of subsequent heats. Samples taken from the fractured plates of the Fremont Bridge showed much lower toughness values than prior heats. Low toughness and the presence of flaws are two of the factors necessary for a brittle fracture. The third factor is a tensile stress. With the proper combination of flaws and low notch toughness, thr tensile stress producing the fracture may be well below yield strength.

If additional information is required, please do not hesitate to contact this office.

RWE:ag:dh

cc F. B. Klaboe
A. E. Johnson
W. J. Hart
H. S. Coulter

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 16, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
OCT 16 '72
REFER TO
FBK
FOR

SUBJECT: Fremont Bridge Superstructure Repair
Price Agreement No. 14
Oregon Project I-405-8(17)303

We have now received comments from our Washington and Regional offices on your submission of Price Agreement No. 14. The context of this memorandum incorporates these comments.

1. The consequences of a machined piece, detailed in accordance with FHWA recommendations, are problematical except for a reduction of stress intensity in the radial portion, we can accept the percentage of responsibility assigned to the design phase although none of the several consultants of the State found design deficiencies responsible for the failure after making complex finite analysis of the joint design. We do find difficulty in accepting the assignment of any of the fabricating responsibility to the inspectors, the consultant or the State. No degree of inspection or approval of shop plans can correctly relieve the contractor of responsibility for ordering, furnishing and placing the plates that ultimately failed in an improper position or for the excessive preheating during fabrication.

2. With reference to the Responsibility for direction of rolling, we were not advised of the fact that the machined pieces were installed transverse to direction of rolling until the girder sections were delivered to the job site and after a second crack had occurred in one of the pieces. At that time, the crosswise installation of the machined piece, in itself, was not considered sufficiently serious to justify the high cost and lengthy delays that would result if new girder sections were then required. We consider the supplier and fabricator have substantial responsibility for furnishing and fabricating steel with the direction of primary stress parallel to direction of rolling.

3. After the second crack occurred, the PBQ&D prepared details for a bolted repair of the joint in July of 1971, and this was indorsed by the State and FHWA. The contractor objected

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

to this type of repair and requested that repairs be made by welding despite the problems he had earlier encountered with welding on this piece in the shop. Although the State and FHWA did approve the contractor's proposal for repair, we consider that some responsibility for this must rest with the contractor.

4. The erection scheme proposed was selected solely by the contractor utilizing heavy and expensive equipment and the erection did place heavy stresses in some sections during construction. The procedure cannot be attributed in any way to the State or FHWA other than approval of the contractor's methods.

If a settlement can be negotiated in which the contractor will assume the portion of the responsibility assigned for the fabrication phase (approximately 22 percent), we would recommend pro rata Federal fund financing of the remainder of the total cost of the repair.

Relative to other items in the price agreement, not related to the fracture, pro rata financing can be in accordance with normal Federal-aid procedures.

Mr. Edward's letter of July 7, 1972, enclosed a history of the girder fracture which indicated significant stresses produced in a large part by the geometry of the machined piece were apparently not considered at the time of design. Our Washington office objected to the consultant's original detail of this machined piece which was similar to a tongue and groove arrangement with the welds of the bottom flange of the tie girder and the top flange of the arch rib directly opposite each other. A revised detail was later included in the PS&E plans, but again, our Washington office objected to the detail because of a sharp notch or corner in the junction piece. In a memo dated January 3, 1969, they recommended that the geometry be modifed by substitution of a curved surface for the sharp corner as shown on a sketch which they attached to their memo. The State, in a letter dated March 14, 1969, advised that revision had been made. Somehow, this revision was never made on the plans, and the piece was fabricated with the sharp corner. On August 21, 1970, a crack occurred in the piece while being fabricated and Murphy Pacific informed the State of this serious problem in a letter dated August 25, 1970. With the State's approval, the crack was repaired and the sharp re-entrant corner ground to a 1 5/8" radius, which is considerably sharper than the radius recommended by our Washington office. The 1 5/8" radius was limited by the geometry of the piece as initially fabricated. We conclude that even this modification would not have been made had the crack not developed on August 21, 1970.

(more)

We have never received any explanation why the FHWA recommendations for change of geometry were not made in the design plans, nor were we involved or advised at the time relative to the crack that developed in the shop and the subsequent modification in geometry of the piece.

Regarding the FHWA suggestion that the machined junction piece be made of A588 steel, it is true that AASHO has set an arbitrary limit of 4-inch thickness for A588 material other than on bearing assemblies. The steel producers, however, indicate this material is available in an allowable stress level of 23,000 psi, in thicknesses up to 8 inches. Tests on heat thicknesses of 6 inches and 6 1/4" indicated 15 foot pounds at -26°F and -15°F respectively, in the memorandum of October 4, 1966, with the yield point of 59,000 psi for the 6-inch material.

In order to resolve this major change, we would appreciate your answers to the above comments. Any partial payment that you make to the contractor should be within the limits outlined above until all conflicts can be resolved between the State and FHWA.

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7276

DATE October 27, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

Federal-aid Project
No. I-405-8(17)303

SUBJECT Request Change Order Approval

Contract 7276 State Force Order No. 7

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This order covers the furnishing of a combination oxygen/combustibles indicator on the project to check the safety of areas inside the closed girder sections are required by the State Health Division, Department of Human Resources.

Copies of the letter from the Health Division are attached.

The estimated cost of this order is $979.65 with Federal participation of $881.69. A salvage value for this equipment will be determined at the time when the equipment is no longer required on the project.

This furnishing of equipment was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer October 2, 1972.

Your approval as of October 2, 1972 is requested.

Attach.

BMW:dgk

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OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 26, 1972

TO G. L. Green, Acting Division Engineer
[illegible]
Federal Highway Administration

Federal-aid Project
No. I-405-8(17)303

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7276, Extra Work Order No. 6 supplemental

Project Fremont Bridge

Highway Stadium Freeway

County Multnomah

This order covers the additional cost to complete the painting of the lower deck floor beams and stringers. More work has been occurring than was originally anticipated.

The original order covering this work was approved by your office effective June 26, 1972.

Copies of the Engineer's letter of explanation are attached.

This additional work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 12, 1972.

Your approval as of June 26, 1972, approval date of the original order, is requested.

BMW:pr

Attach.

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STATE HWY ENGR
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Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE October 18, 1972

TO Memorandum to the File

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Fremont Bridge

Mr. C. O. Fredrickson, Metropolitan Bridge Construction Engineer, reported the following information on the progress of the construction as obtained from Mr. Cunningham in discussion with the contractor:

1. It is Murphy Pacific's intention to start forming for the lower deck as soon as the center span is in place and the lower deck area is cleared.

2. The contractor has indicated that it will propose the use of a stay-in-place form system. The contractor is aware that a 20¢ a square foot credit to the State will be required if such a system is approved. The contractor has indicated that a three months' gain in the construction of the lower deck can be obtained through the use of stay-in-place forms.

3. Murphy Pacific advised Mr. Cunningham that the replacement plates for the plates which were rejected in San Francisco and which were shipped from Lukens Steel on October 6 have not arrived in San Francisco as yet. American Bridge has indicated that 40 work days will be required in fabrication of the new sections after the plates arrive. Mr. Cunningham estimates that this will set back the completion of the west span erection until late December or mid January and would set back the lift of the center span until mid February.

WJH:dh

cc Tom Edwards
A. E. Johnson
H. S. Coulter
G. L. Green

NOTED
TOM EDWARDS

5

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7276

DATE **October 17, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Fremont Bridge**

The following is a resume' of the Fremont Bridge fracture as of this date:

(1) Type was selected based on the pleasing appearance of the Port Mann Bridge near Vancouver, British Columbia.

(2) The Highway Division engaged the firm of Parsons, Brinckerhoff, Quade & Douglas to design, check, and approve the steel fabrication details.

(3) Fabrication details were prepared by Earl and Wright of Los Angeles and approved by PBQ&D, the Federal Highway Administration, and the Highway Division.

(4) During one of the erection phases, a crack occurred in the main girder of the west back span.

(5) The contractor engaged the firm of Richardson-Gordon of Pittsburgh, a steel erection firm with high credentials, to check their procedures. Richardson-Gordon has issued a report indicating the contractor not being at fault.

(6) The Highway Division asked the designer (PBQ&D) to again review the design stresses using finite analysis methods which are the highest and most definite design methods known at this time. The Highway Division also retained the firm of Howard, Needles, Tammen & Bergendoff of St. Louis, who designed the approaches, to make the same check by the same methods, and we also made the same analysis in-house.

(7) The three answers from steps 5 and 6 do not check in that in each instance **empirical assumptions as to controlling**

conditions must be made; however, they were all indicative that the steel had not been overstressed.

(8) The Highway Division has retained the firm of Metallurgical Engineers, Inc. to check the metallurgical properties of the steel involved in the fracture.

(9) The original design calls for use of a high tensile steel for manufacture of the fractured junction piece. The configuration of the junction plate was such, however, that it required steel thickness greater than that manufactured in the specified grade. Consequently, a substitute grade was proposed, and approved by the consultant, the Highway Division, and the Federal Highway Administration.

(10) The matter of steel fracture in high tensile steel has been troublesome in other areas. Many studies are under way to determine causes of failure; to date, they are not conclusive.

(11) Fabrication of the junction piece through use of standard grade steels is not possible due to the high stresses involved.

(12) The joint has been redesigned, still using high tensile steels but using a more conventional "gusset plate" type joint.

(13) The physical work in refabricating the joints actually runs something over $2 million.

(14) Due to impossibility of finding staging room for the use of any great amount of false work (false work being vetoed by presence of railroad yards on each side), the erection process requires a great deal of equipment, including the "Marine Boss", which is the largest floating crane in the world.

(15) The attendant delay in securing redesign prefabrication requires payment of considerable amount of standby time and expanded service costs. The addition of these items brings the cost to $5.3 million.

(16) The contractor submitted a proposal for the redesign and the delay totaling approximately $5.5 million. Under

the matrix of responsibility which we have assigned, we reduced this to $5.3 million and submitted this to the Federal Highway Administration. Discussions are still under way. At the moment, they wish to accept responsibility for only $4.3 million. We do not believe they are on sound ground.

(17) The contractor, Murphy Pacific Enterprises, is in an extremely difficult financial situation. In order to ease this, I propose to pay the contractor approximately $1 million of the delay time *now*. This will retain under our control $1.6 million of the controversial time (about twice what the FHWA is questioning) plus an additional $1 million under normal retainage.

Attached for your information is a breakdown of the matrix of costs involved in this revision.

TE:ms
Att.

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
H. S. Coulter
L. H. Young
R. O. Cunningham

	LABOR	EQUIP	MATERIAL	SUB CONTRA
FALSEWORK	$224,190	10,980	204,910	43,00
REMOVE & REPLACE PP 3	$583,480	604,626		644,91
DELAY	190,803	1,435,469		192,00
	$998,473	$2,051,075	$ 204,910	879,91
MARK-UP 17%	169,740	348,683	34,835	149,58
SUB TOTALS	1,168,213	2,399,758	239,743	1,029,49

$

4

NTRACT	O'HEAD	TOTALS	MARK UP 17%	TOTALS	
000		483,080	82,124	565,204	Required because of redesign
,912		1,833,018	311,613	2,144,631	Cost of redesign
2,000	$ 396,453	2,214,725	376,503	2,591,228	Delay due to redesign
,912	396,453	4,530,823	770,240	5,301,063	
,585	67,397	770,240			
,497	463,850	5,301,063			

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

FREMONT BRIDGE SUPERSTRUCTURE
Contract 7276
Price Agreement No. 14 - Revise P.P. 3
Breakdown

APPROVED: BRIDGE ENGINEER	DATE ____ BRIDGE NO. ____ DESIGNED ____ DRAWN ____ DRAWING NO. ____

7276 5

Form 2-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Fremont Bridge Superstructure Date October 16, 1972

Highway Stadium Freeway Contract No. 7276

County Multnomah Kind of Work Steel Superstructure Contractor Murphy Pacific Enterprises

	Authorized	Estimated
Contract Amount	$21,833,293.00	$21,833,293.00
Anticipated Items	34,800.00	34,800.00
Contingency (4½%)	874,723.72	6,179,723.72
Engineering	1,312,085.58	1,312,085.58
Credits		
PROJECT COST	24,054,902.30	29,359,902.30

NET INCREASE $ 5,305,000 = 22.1% overrun

APPROVED BY STATE HIGHWAY COMMISSION DATE 12-12-72

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
PA 13 Revise Paint Spec. (U)	$ 27,000	+	$ 27,000
PA 14 Revise PP #3 (U)	5,305,075	+	5,305,075

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by R. O. Cunningham
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by C. O. Fredrickson
Division Engineer

Noted by
~~Deputy or~~ State Highway Engineer

SP*28780-704

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 16, 1972

NOTED
A. E. JOHNSON

SUBJECT: Fremont Bridge Superstructure
Stadium Freeway
Contract No. 7276

Supplemental Estimate
P.A. No. 14, P.P. 3 Fracture Repair

To: Memo to the Files

On the above date Mr. Tom Edwards requested that this office submit a supplemental contract estimate for price agreement No. 14 in the amount of approx. $ 1,000,000,00.

I contacted Bruce Walton in the programing section in Salem and asked him to add 19.047 % ($ 1,010,457.64) to amounts previously paid on price agreement No. 14. The 19.047 % added to the price agreement would represent approx. 39 % of $ 2,591,288 which is the total cost for delay of the project due the contractor.

Mr. Walton will prepare supplemental estimate No. 29 which will bring the total amount paid on price agreement No. 14 to 32.545 % or $ 1,726,536.66.

R.O. Cunningham
Resident Bridge Engineer

by

Dan Bacon

Dan Bacon
Ast. Res. Br. Engr.

DB:dgh

cc: Edwards X
Hart
Coulter
file

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NOTED
TOM EDWARDS

RECEIVED
OCT 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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LEE JOHNSON
ATTORNEY GENERAL
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7276

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxxxxxxx

408 State Highway Building

October 10, 1972

A. E. JOHNSON

Jay P. Murphy
Murphy Pacific Enterprises
P.O. Box 4335, Bayshore Station
Oakland, California 94623

Re: Contract No. 7276 - Fremont Bridge

Dear Mr. Murphy:

Your letter of September 25, 1972, directed to Tom Edwards, Oregon Highway Engineer, has been referred to me for reply.

It is the position of the Highway Division that plates from Lukens Heat No. A0075-2 did not meet contract specifications, and not having done so, the State assumes no responsibility for their deficiency.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

cc - George Baldwin
Tom Edwards
Walt Hart

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7276

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 3, 1972

TO Mr. Tom Edwards
State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Fremont Bridge Superstructure
Stadium Freeway
Contract 7276
Contract Payments

In answer to your questions of this date regarding contract payments on the subject project, I submit the following:

1. The contractor has been paid $423,504 under Price Agreement No. 14. (Revise Panel Points 3.)

2. The amount retained is $1,091,664.

3. The value of the work of floating in and erecting the main span is $478,000 and will be paid to the contractor after erection is completed. Painting of the main span is not completed now, but it is expected to be completed prior to erection. This painting is valued at $240,000 and will be paid to the contractor prior to erection. This amount is in addition to the $478,000 for erection.

4. The value of work which is to be done after the main span is lifted into place is as follows:

a.	Erection of structural steel for lower deck in main span	$ 497,000
b.	Complete painting and cleanup of structure	806,000
c.	Remainder of contract items (This includes bid prices for entire lower concrete deck in amount of $460,000. Estimated actual cost of lower deck is $1 million.)	1,057,000
	Total	$2,360,000

NOTED
TOM EDWARDS

RWE:ag:dh

cc A. E. Johnson

RECEIVED

FOR [illegible]

A E Johnson

OREGON STATE
HIGHWAY DIVISION

7276

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 28, 1972

Mr. Eric Nordlin
State of California
Department of Public Works
Division of Highways
P O Box 1499
Sacramento, California 95807

NOTED
A. E. JOHNSON

Attention Mr. R. J. Sherman

Dear Mr. Nordlin:

Fremont Bridge Repair
Contract 7276

Mr. R. J. Sherman, Inspector for the California Division of Highways, Materials and Research Department, has issued a Report of Inspection of Material covering Lot No. B749M dated August 30, 1972, and Lot No. B750M dated September 1, 1972. These shipments were conditionally released for the following reasons:

Lot No. B749M

(1) Acceptance by the State of Oregon is required for procedures submitted by American Bridge Division for (a) Flame softening of oxygen-cut edges of A588 plate over one-inch thick and (b) Oven annealing of oxygen-cut edges of A588 plate over one-inch thick.

(2) Acceptance by the State of Oregon is required for the relocation of holes in the bottom flange of the main repair units identified as plate "ha".

(3) Approval of the State of Oregon is required for a procedure for oxygen-cutting of edges of A588 plate one-inch thick.

(4) Approval of the State of Oregon is required for a revised welding and assembly procedure of girder units utilizing overhead welds.

(5) Jobsite repair is required for a 5/16 x 1 1/2" hole drilled in the side of a 2 3/4-inch web plate indentified as "pa" and located 22'-5" from the big radius end of the plate and 4' below the top of the plate in girder 4G1.

Lot No. B750M covers the same items as (1), (2), (3), and (4) above, except with respect to girder 1G1.

Item (1) (a). In a letter to Murphy Pacific Enterprises dated August 2, 1972, with regard to correcting a hardened edge condition Mr. Walter Hart stated "If American Bridge decides to use a flame softening technique as described in the Specifications (Article 410-3.23), they will be required to submit a procedure for softening the surface . . ."

On August 14, 1972, Mr. W. J. Lowe in a letter to Mr. Robert Cunningham enclosed a Modified Burning Procedure for A588 Material dated August 8, 1972. This procedure apparently complies with the requirements of 410-3.23 alternate (a), flame softening after cutting, and is approved contingent on compliance with the requirement in the August 2 letter that "This softening method must not damage or distort the plate".

Item (1) (b). Mr. W. J. Lowe wrote to Mr. R. O. Cunningham on September 7, 1972, submitting a procedure for furnace stress-relieving (edge softening) of 3 1/4-inch plate material. The intent was to soften the edges of material by heating a stack of plates in the furnace separated by firebrick so that the edges of the plates were raised to 1100F, and then cooling the plates in the furnace. Tensile, charpy v-notch, hardness, and bend test results were reported by phone on August 18, 1972, indicating that the procedure was not detrimental to the tensile properties of the steel, improved the toughness of the steel, and accomplished a significant reduction in the hardness of the burned edge. Based on these test results,telephonic approval of the furnace softening procedure was given by Messrs. Teeter and Jenkins to Mr. James Peterson of the California Division of Highways on August 18. This memorandum confirms that approval. It is our understanding that this procedure was used on a quantity of splice plates and the bottom flange "ha" plates.

Item (2). On September 8, 1972, Mr. Louis A. Silano of Parsons, Brinckerhoff, Quade and Douglas, furnished approved drawings to Mr. R. O. Cunningham. These drawings, K3513-X1-E1 and 7, covered field work and erection plan including the attachment of the arch rib to the repair girder and bottom flange plate "ha", and details of a brace. The misplacement of the splice holes at the tangent end of the "ha" has been determined to be a situation which may be readily handled in the field and the "ha" plates as drilled are hereby accepted.

Item (3). Approval was requested for an oxygen-cutting procedure on A588 material one-inch and under in thickness. On September 7, 1972, Mr. W. J. Lowe confirmed to Mr. R. O. Cunningham that the procedure used on K-3513-X1 was the same as one approved in August, 1970, for the orthotropic panels, Order K-3509, OSHD Laboratory Report 940099. This procedure is, therefore, approved for this project on material one-inch and under in thickness.

Item (4). On September 11, 1972, Mr. Louis A. Silano furnished Mr. R. O. Cunningham with an approved copy of American Bridge Revised Fabrication Sequence Notes, last-dated September 1, 1972. This sequence provides for overhead block tack welds. The overhead weld sequence is hereby approved when performed by qualified welders using a qualified welding procedure.

Item (5). Mr. R. O. Cunningham confirms that a 5/16 x 1/2" drill hole in Unit 4G1 will be corrected utilizing a jobsite repair procedure.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

GT/ag

cc T. Edwards
A. E. Johnson
H. S. Coulter
R. O. Cunningham
J. C. Jenkins
E. J. Rief
H. A. Schell
L. Lowe
Murphy Pacific
American Bridge

OCT 6 - 1972

7276

MURPHY PACIFIC ENTERPRISES
4300 EASTSHORE HIGHWAY • EMERYVILLE, CALIFORNIA

September 25, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 27 '72
REFER TO

Attention Mr. Tom Edwards
State Highway Engineer

Gentlemen:

Contract No. 7276
Fremont Bridge

Your telegram of September 7, 1972 rejected plates from Lukens Heat No. A0075-2. A copy was immediately forwarded to American Bridge Division of United States Steel Corporation.

American Bridge denied that the rejected material was defective, contending that the material met all the contract specifications. A meeting was held on September 12, 1972. Representatives of the State, American Bridge and Murphy Pacific attended. American Bridge restated its position. The issue was not resolved. In accordance with the instructions which you gave at the meeting on September 12, 1972, American Bridge is proceeding with all possible speed to replace the rejected steel with other steel.

We feel obliged to inform you that our subcontractor still adheres to its position, that the rejection was improper. If American Bridge urges increased costs as a result thereof, it will be necessary to pass these increased costs on to the State.

cy Johnson
Hart
File
10-6-72

Orig. to Lindas 9-27-72
"Please acknowledge this letter. I make no admission at this time that the steel would meet the specifications."
Tom Edwards

TELEPHONE (415) 653-1717 • CABLE 'MYPAC' • MAILING ADDRESS P.O. BOX 4335 BAYSHORE STA., OAKLAND, CALIF. 94623

We must also inform you that this occurrence, which is beyond our control, is causing substantial additional delay and consequent increased costs to us.

Very truly yours,

MURPHY PACIFIC ENTERPRISES

Jay P. Murphy

Jay P. Murphy
Project Sponsor

JPM:nl

RECEIVED
SEP 19 1972
FOR FILING

S

FORM 2-90 (REV. 10-69)

7276

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1972

SUBJECT: Fremont Bridge Repair
Contract No. 7276

To: MEMO TO THE FILE

A meeting was held on September 12, 1972 in the conference room, Metropolitan Region Office, at the request of Mr. A. J. Tokola of Murphy Pacific, to discuss disposition of the cracked Lukens' plate. This 2 3/4-inch thick plate, Heat No. A0075-2, ASTM A588, was to be used for the lower webs of repair units 5G1 and 6G1, Panel Point 3. The piece for 5G1 developed a 4-inch crack in the bottom edge while lying, unstressed, in the American Bridge shop at South San Francisco. An attendance list is attached.

Mr. Tokola opened the meeting at about 1:40 p.m. with a general discussion of the problem. Mr. Bucksbaum of American Bridge described the samples from the crack area and the end of the plate taken by Mr. J. A. Ross, Jr., local representative of Lukens. The samples were sent to Lukens' easterly office for analysis. A copy of the Lukens report is attached, with a cover letter dated September 8, 1972 from Mr. E. K. Martini to Mr. W. K. Fohl. The gist of the report is that the quality of the steel was not found to be a contributing factor to the crack which occurred. Mr. Bucksbaum commented that tests by American Bridge also confirmed that the steel met the specifications for A588.

Mr. Bucksbaum presented the American Bridge theory as to the cause of the crack: All other plates were preheated with electric radiant heaters prior to applying the edge flame softening operation. For some unclear reason, no preheat was applied to the 5G1 plate. Perhaps it was because of other operations in progress which would have been adversely affected by the preheat. At any rate, the application of flame raised the edge to about 1,100 F., causing expansion of the steel in a semi-soft state, accompanied by a steep temperature gradient normal to the edge as the body of the plate acted as a heat sink. On removing the torch, the edge cooled quickly, causing hardening and shrinking, pulling the edge in a high-tension state. A small nick on the edge of the plate formed the nucleus of the crack. The crack progressed to the point that the stress in the edge was relieved (at least locally) and then stopped.

Mr. Harry Czyzewski of MEI asked about microscopic studies of the grain structure in the vicinity of the crack and was told Lukens had not yet completed these studies. Mr. Czyzewski raised a question about more samples being taken from the crack area. Mr. Bucksbaum said no additional samples were taken from this area. (Photos brought back by Ed Rief on September 1 showed more material missing from the crack than is shown by Mr. Czyzewski's pictures or the sketch accompanying Lukens' report.) Mr. Czyzewski stated that his tests included Charpy longitudinal V-notch (CVN) at 40° F., burn surface bend and tensile test, before and after heat treating. In order for the crack to develop there had to be a defect, sufficient stress, and a material with a brittle nature so that it would rupture rather than deform plastically under these conditions.

Mr. Howard Beede commented on the nick that was supposed to have triggered the crack. After the crack was discovered the nick was said to be deep enough to catch a fingernail. However, it is not known whether the man with the grinder ground away some of the nick before notifying his supervisor. There is evidence of grinding in the vicinity of the crack.

Mr. Bucksbaum discussed relative temperatures associated with the flame softening process. He doesn't feel that the temperatures went up anywhere near 1,500° F.; they were more like 1,100 to 1,200° F. (1,500° F. would probably have changed the granular structure and, had there been evidence of temperatures of this magnitude at the crack, Mr. Czyzewski might have considered this a significant crack cause.) Mr. Bucksbaum said heating data could be fed into the computer to arrive at a temperature gradient, but the result might be misleading.

Mr. Czyzewski said that as far as he was concerned American Bridge and Lukens still had not presented evidence to show why the plate cracked when the plate was subjected to the 1,100° F. temperatures claimed or with a defect of the size discussed.

Mr. Bucksbaum pointed out that A36 steel had more ability than A588 to withstand this type of abuse.

Mr. Beede then talked about the difficulty in determining the exact orientation of the sample furnished MEI. Our California inspector stated he was 99 percent certain that it came from the side of the scrap which would have made the axis of the piece very nearly parallel to the axis of the plate. Mr. Beede said he thought it came from the other side of the cut, which would make the sample axis nearly 20° to the plate axis. (Mr. Czyzewski says he thinks he can determine the axis microscopically.) At any rate, one edge of the sample was a production cut and the other edge, while it was not part of a production cut, was cut with essentially the same procedure as the production cut. MEI tested one of these edges, but it is not known which was which.

Mr. Czyzewski discussed his microhardness examination, the extremely hard (RC60) but thin (.0025") martensitic skin, backed up by a progressively softer, although still hard, heat-affected zone about 1/4" thick. In normally tough material the surface crack generated by the bend test would penetrate only the heat-affected zone and the material beyond would yield, rather than break. In the case of this material, it broke abruptly, even after furnace stress relieving.

Mr. Bucksbaum asked Mr. Czyzewski if the steel didn't meet the basic requirements of A588. Mr. Czyzewski said it met the chemical and physical requirements, but it did not meet the requirement that it have the ability to be satisfactorily fabricated into a bridge member. Mr. Bucksbaum said if they got more steel there was nothing that they could do, within the specifications, to guarantee that it, also, would not crack.

In response to a discussion of the need for the plate to meet CVN requirements "for information only", Mr. Jenkins pointed out that the requirement on page 23 of the Special Provisions, "The contractor shall make and report to the State for informational purposes only, one impact test from the thickest material..." applied only if a history of impact values were furnished prior to ordering the plate. Since no history had been furnished for Lukens' plate, "...the impact tests, required above, shall be for acceptance of the steel..." The mill report did meet specifications. However, tests performed by American Bridge after the crack developed, and those performed by MEI did not meet the specified 15 ft./lb. at 40° F. (Special Provisions, page 23) as defined in ASTM

A370, Section 23, "An impact test shall consist of three specimens taken from a single test coupon or test location, the average value of which shall comply with the specified minimum with not more than one value below the specified minimum, but in no case below either two-thirds of the specified minimum or 5 ft./lb., whichever is greater." Test results from the American Bridge sample, obtained from the opposite end of the scrap piece as the MEI sample, were as follows:

	Before Heat Treating	After Heat Treating*
Yield point, psi	65,000	62,400
Ultimate tensile, psi	105,000	102,400
Elongation, percent	24	23
Charpy at 40° F., ft./lb.	25.5, 14.7, 3.4	16.7, 23.5, 15.3, 22.3, 5.4

---

*The heat treating phase was 2 hours at 1100° F.

MEI Test results were as follows:

	Before Heat Treating	After Heat Treating*
Yield point, psi	69,000	68,300
Ultimate tensile, psi	97,700	95,500
Elongation, percent	23	23
Charpy at 40° F., ft./lb.	7, 9, 7	14, 18, 21

---

*The heat treating phase was 3 hours at 1100° F.

Mr. Beede noted that their flame softening treatment reduced the hardness of the burned surface on the 5G1 plate to BHN 188 to 212 in the vicinity of the crack and to BHN 240 about 8 feet from the crack. However, on other plate edges the hardness had been reduced to about BHN 140. Mr. Czyzewski commented that the hardness of the base metal on his sample had been reduced from BHN 207, before heat treating, to BHN 197 after heat treating.

Mr. Johnson pointed out that the OSHD Standard Specifications, Section 410-3.23, states: "Members with excessive cracking or cracks of depths exceeding 3/16 inch will not be acceptable." And "Defects of flame-cut edges shall not be repaired by welding." Furthermore, the material is excessively brittle; it does not meet the bend test of 410-3.23 even after heat treatment, as shown by the MEI tests; and it cracked for no as yet explained reason. Therefore, all of the material from this heat is till rejected.

Mr. Jenkins cited Section 12.3 of ASTM A6, "Material that shows injurious defects subsequent to its acceptance at the manufacturer's works will be rejected, and the manufacturer will be notified." The State contends that the ability to crack for no apparent good reason is an injurious defect in the character of the plate and cause for rejection.

Mr. Ross stated that perhaps the variability of the Charpy values was due to 40° F. being right in the transition range. (In other words, if the Charpy tests had been run at 35° F., they might all have been on the order of 5 ft./lb.; if they had been run at 45° F., they might all have been on the order of 25 ft./lb.) He knows of no steel mill which would guarantee A588 to have CVN values of 15 ft./lb. at 40° F. unless the plate was normalized. If this plate had been normalized, the CVN values might have been on the order of 50 - 60 ft./lb.

Mr. Walt Hart said that nevertheless, this heat was rejected because Lukens and American Bridge still had provided no acceptable evidence of damage which should cause a crack to occur in a good plate.

Mr. Beede noted that remnants of this plate had been carefully covered with magnetic particle inspection looking for other cracks. None were found. He then described the procedure used in the fabrication of these units and pointed out that the crack was in the compression area of the web. He proposed that a large triangular piece of the web be replaced with sound metal to remove the entire area adjacent to the crack and provide repair welds more parallel to the edge rather than perpendicular.

Mr. Jenkins commented that the crack was not significant because it had occurred on the bottom edge of the plate, which probably was in compression, but because the crack told something about the lack of toughness in the plate, which very well could be significant in the highly stressed tensile areas of the plate.

Mr. Beede pointed out that there was a 1 1/2-week time lapse between initial fabrication and the discovery of the crack. There was then a discussion of the apparatus used to perform the bend test. The American Bridge apparatus used greased rollers to minimize friction and accompanying tensile forces on the outside of the bend. The MEI apparatus, on the other hand, very likely tended to generate frictional tensile forces on the outside of the bend. Mr. Czyzewski stated that for this type of bend test, either type of apparatus was satisfactory and complied with ASTM.

Mr. Bucksbaum admitted that the material was marginal, and perhaps marginal material should not be used, but it still meets our specifications. Mr. Beebe said perhaps they could furnish another sample from the same area that the mill sample was taken, but what would this prove. He can understand denying the right to repair the cracked plate (410-3.23), but there is nothing wrong with the other part of the plate and it should be used in its stress-relieved condition.

Mr. Tokola said on the replacement plate we ought to ask for better plate (like 15 ft./lb. at 20° F.). (And thereby admit that our specification was not satisfactory?) However, he would prefer to use the repaired and stress-relieved cracked plate, and know what he was getting, rather than take his chances with another nonstress-relieved plate of unknown, and perhaps poorer, quality.

There being an obvious failure to obtain a meeting of the minds, and the alternatives having been thoroughly discussed, the meeting broke up at 3:40 p.m. with the State the entire area adjacent to the crack and provide repair welds more parallel to the edge rather than perpendicular.

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There being an obvious failure to obtain a meeting of the minds, and the alternatives having been thoroughly discussed, the meeting broke up at 3:40 p.m. with the State requiring rejection and replacement of both webs cut from Heat A0075-2 and the contractor maintaining that the plate meets the specifications.

AE Johnson

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc *Mr. Harry Czyzewski
Metallurgical Engineers, Inc.
2340 S. W. Canyon Road
Portland, OR 97221

*Mr. Herbert A. Schell, Jr.
Federal Highway Administration
Box 300
Salem, OR 97308

bc/att.**Tom Edwards
L. I. Lindas
**Walt Hart
**John C. Jenkins
**H. S. Coulter
Ed Hardt
R. O. Cunningham

JCJ:ja

*Attendance list, 4 photos attached.

**4 photos attached in addition to attendance list & Lukens' report

ATTENDANCE FREMONT BRIDGE REPAIR MEETING

Portland September 12, 1972

Walter Hart	Bridge Engineer	OSHD
H. S. Coulter	Metropolitan Engineer	OSHD
J. A. Ross, Jr.	District Manager Sales	Lukens Steel
H. C. Beede (Howard)	Am. Bridge	So. SF Plant
S. Bucksbaum	Am. Bridge	Los Angeles
W. J. Lowe	Am. Bridge	Los Angeles
A. J. Tokola	Murphy Pacific	Portland
H. A. Schell	Fed. Hwy. Administration	Salem
Ed Hardt	OSHD	Portland
R. O. Cunningham	OSHD	Portland
John C. Jenkins	OSHD	Salem
A. E. Johnson	OSHD	Salem
Harry Czyzewski	MEI	Portland

September 8, 1972

Mr. W. K. Fohl

SUBJECT: METALLURGICAL INVESTIGATION #1743

Dear Sir:

The attached report exhibits the results of our investigation on the returned sample of A588 Grade A from American Bridge. The quality of the steel was not found to be a contributing factor to the crack that occurred during or post gas cutting.

Sincerely,

E.K. Martini

E. K. Martini
Chief Metallurgical Engineer

rk

Attachment

AMERICAN BRIDGE DIV.

METALLURGICAL INVESTIGATION #1743

SEPTEMBER 6, 1972

September 6, 1972

Mr. E. K. Martini
Chief Metallurgical Engineer

Metallurgical Investigation #1743

Customer - American Bridge Div.
Order No. - 8090-03-06-88143
Ordered Size - 2-3/4" x 112" x 698"
Ordered Quality - A588-70A-Gr. A
Melt & Slab - A0075-2
Return Slip No. - 94-D-72

Complaint

Crack was found on edge of pattern gas-cut from the plate by the customer.

Conclusions

1. A check analysis of the returned material agrees with the reported Melt A0075.
2. Tension testing as well as micro study revealed this material to be of commercial quality.
3. The quality of this steel was not found to be a contributing factor to the failure.

Very truly yours,

B L Magealson

B. L. Magealson
Metallographer

R. L. Stoudt

R. L. Stoudt
Metallurgist

rk

cc: W. D. Taylor
L. J. Trout (5)
J. A. Soltesz
J. F. Longenecker
File

M.I. #1743

Investigative Procedure

1. Description and Background Information
2. Chemistry
3. Micro Study
4. Mechanical Properties

    A. Tensile Test

1. Description and Background Information

The customer gas-cut two (2) patterns from the subject plate and a crack subsequently developed on one of these gas-cut edges as per the attached sketches.

Three samples were submitted for metallurgical investigation (Fig. #1). The largest sample was a transverse gas-cut section of the gauge (2-3/4") which was 1-1/2" wide x 7-1/4" long on one edge tapering to 5-1/4" long at the other edge.

The other two samples were portions of the crack from the top and bottom surface of the plate. One consisted of a single fracture face while the other contained connected fracture faces. These samples had been saw cut from the gas-cut edge of the plate. In each instance, the edge and surface had been polished off so that very little of the original surface and gas-cut edge remained.

Drillings from the crack area were also received for a check analysis.

2. Chemistry

A check analysis made at the 1/4 line of the large returned sample disclosed the material is from the reported melt as shown below. Carbon and sulfur analyses were made by both the vacuum spectrometer (1/4 line) and combustion (returned drillings) methods.

Method	Sample	C	Mn	P	S	Cu	Ni	Cr	Mo	Si	V	Al
Vacuum Spec.	1/4 line	.16	1.09	.004	.026	.28	.19	.51	.05	.24	.05	.031
Combustion	Drillings	.18			.020							
Ladle A0075		.16	1.07	.009	.020	.30	.19	.51	.04	.25	.05	.028

3. Micro Study

It was noted during microscopic examination that the internal quality of this steel was very good. The non-metallics observed were minute and scattered sparsely throughout the gauge. It is obvious that the orientation of the crack to the rolled surface (perpendicular to the surface)precludes non-metallics as being responsible in any way for the failure.

M.I. #1743

3. Micro Study Continued

Etching the sample revealed the microstructure to consist of equiaxed grains of pearlite and ferrite.

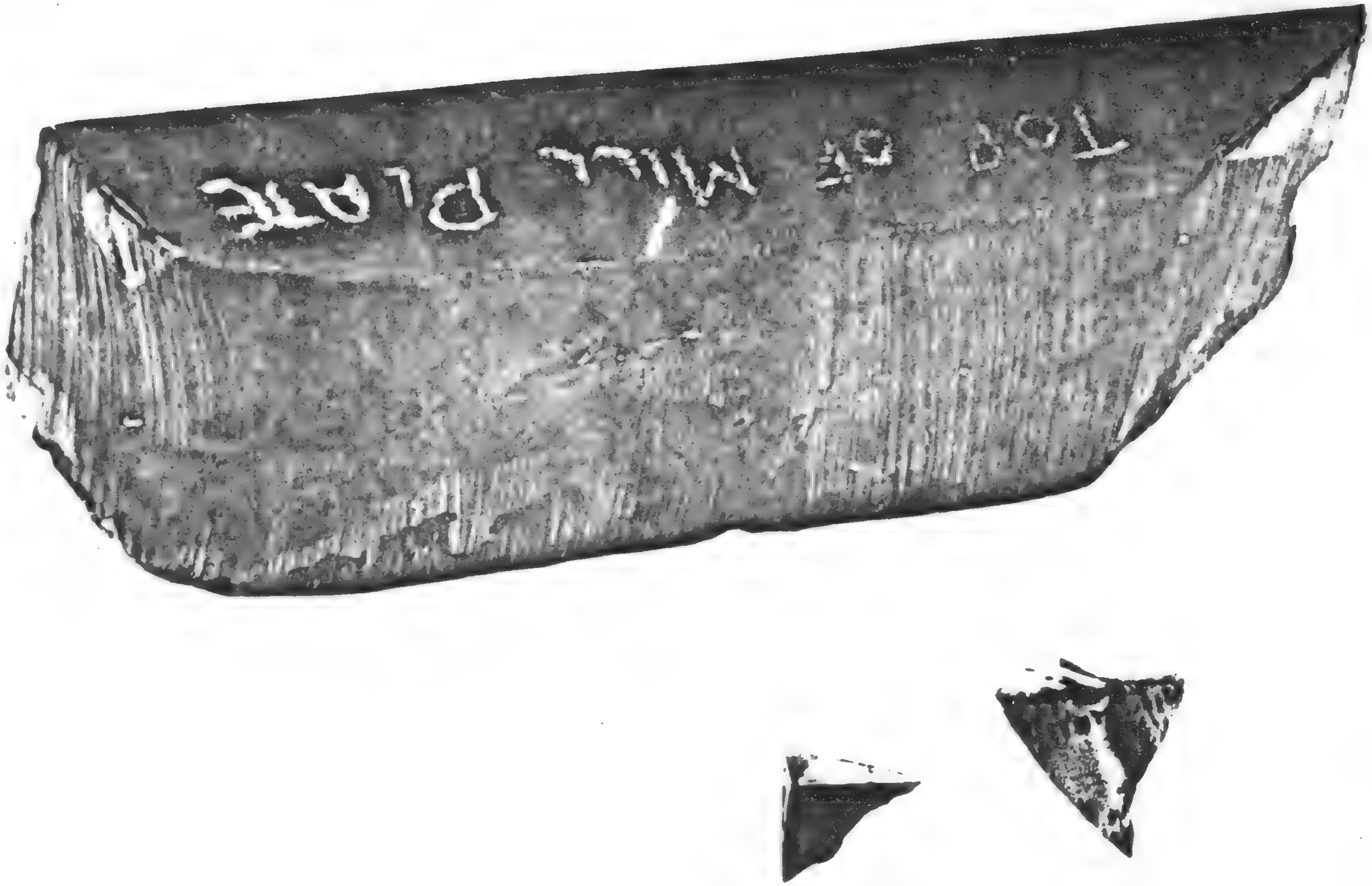
From the micro samples received and studied, no definite conclusion can be drawn as to the cause of the failure.

4. Mechanical Properties

Longitudinal testing is required for this grade of steel, but the only material returned by the customer large enough to be tested was in the transverse direction.

Transverse Test	Yield Str. psi	Tensile Str. psi	% Elong. 2"
Ret. Sample	66,600	93,500	22
Longitudinal Test			
Reported as-shipped test	73,200	96,600	22

Fig. #1


TOP OF MILL PLATE

Photograph illustrating size and shape of 3 samples received.

AMERICAN BRIDGE D
S. SAN FRANCISCO, CA.

P.O.# 22-28663

MILL# 8090-03-06-88143

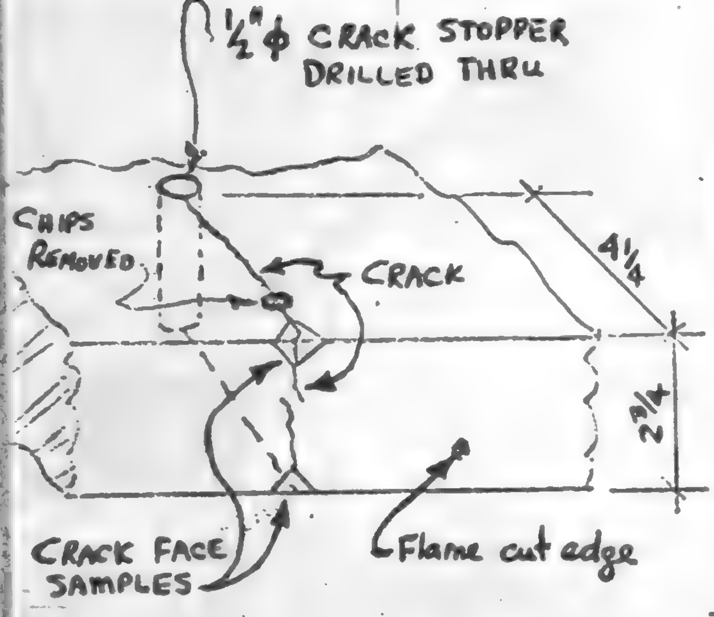
PROJECT: FREMONT BRIDG
PORTLAND, ORE.

STEEL CONTRACTOR:
MURPHY PACIFIC

SUB CONTRACTOR:
AMERICAN BRIDGE D

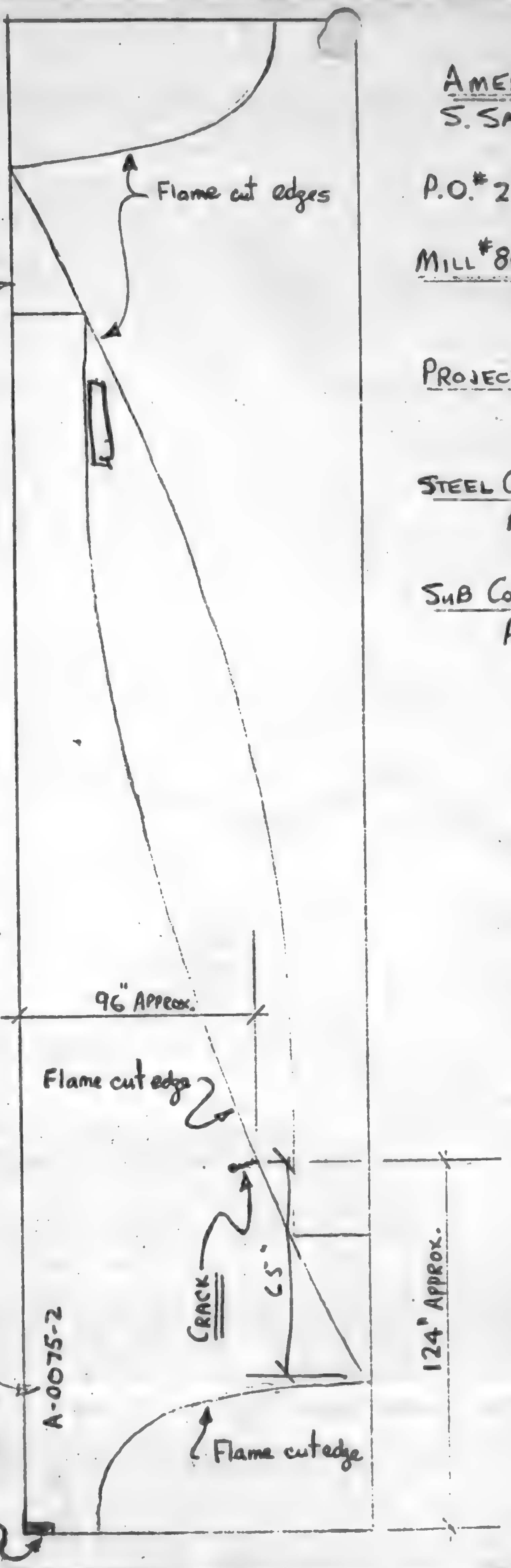
1 PL 2¾"x112"x698"
HEAT #A-0075-2

SPEC.: ASTM A-588-70A
GRADE A w/
Longit. CVN 15/10 ft. lbs.
at +40°F for info only.



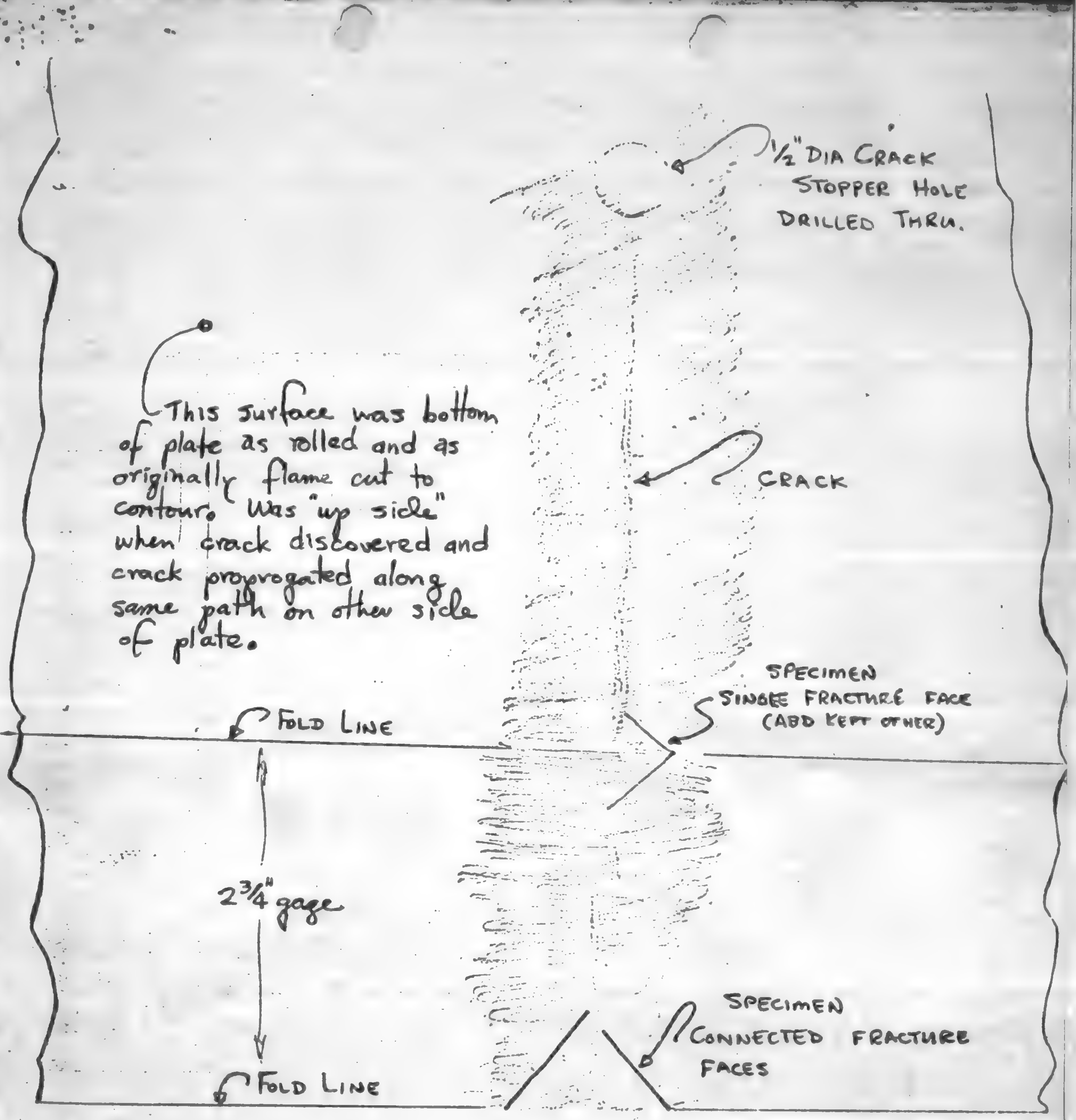
½"ϕ CRACK STOPPER DRILLED THRU
CHIPS REMOVED
CRACK
4¼
2¾
CRACK FACE SAMPLES
Flame cut edge

DETAIL OF CRACK



Flame cut edges
96" Approx.
Flame cut edge
CRACK
25"
124" Approx.
Heat No
A-0075-2
Flame cut edge
TRANS TENSILE SAMPLE

8/28/72 J.A.R.

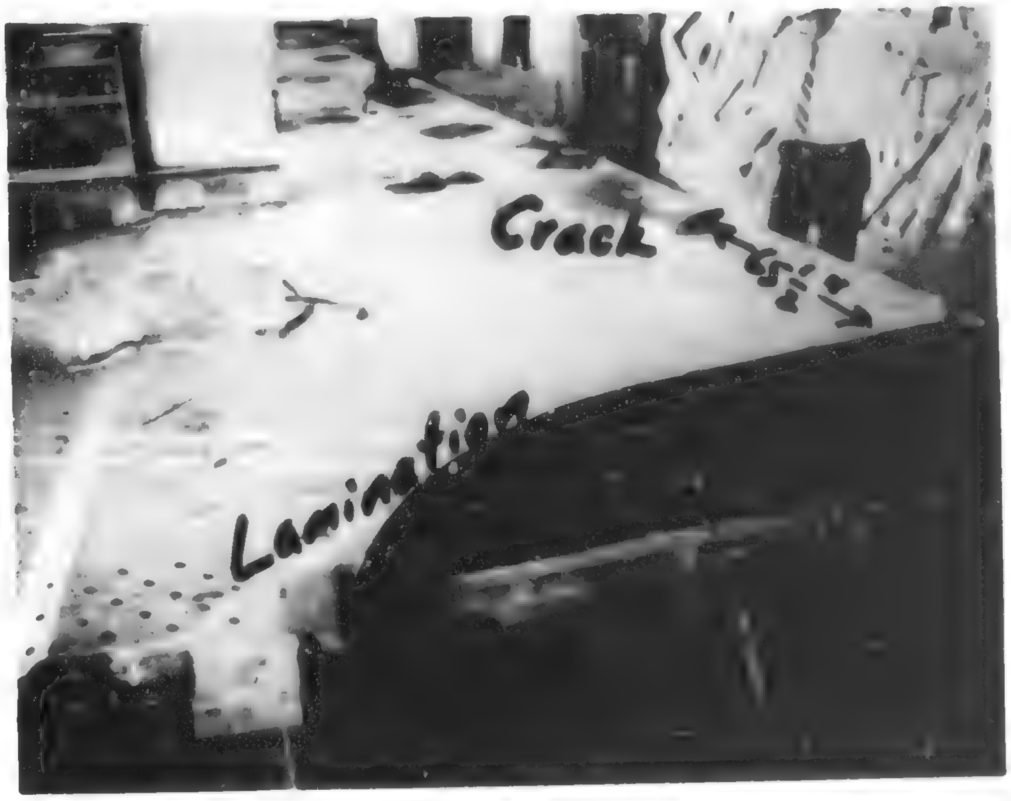

1/2" DIA CRACK STOPPER HOLE DRILLED THRU.
CRACK
SPECIMEN SINGLE FRACTURE FACE (ABD KEPT OTHER)
FOLD LINE
2 3/4" gage
FOLD LINE
SPECIMEN CONNECTED FRACTURE FACES

This surface was bottom of plate as rolled and as originally flame cut to contour. Was "up side" when crack discovered and crack propogated along same path on other side of plate.

AMERICAN BRIDGE DIV.
MILL # 8090-03-06-88143

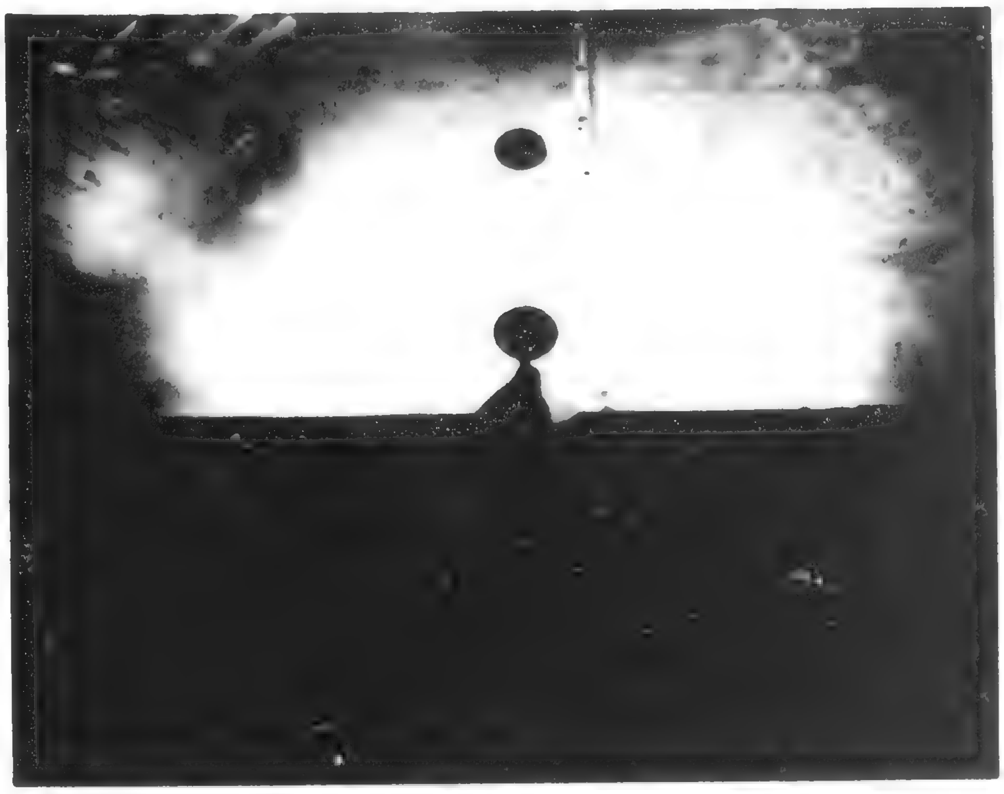
SPEC: A-588-70A-GR A w/ Longit CVN 15/10 ft. lbs
at +40 F for info only.

Rubbing by J.A.R. 8/28/72

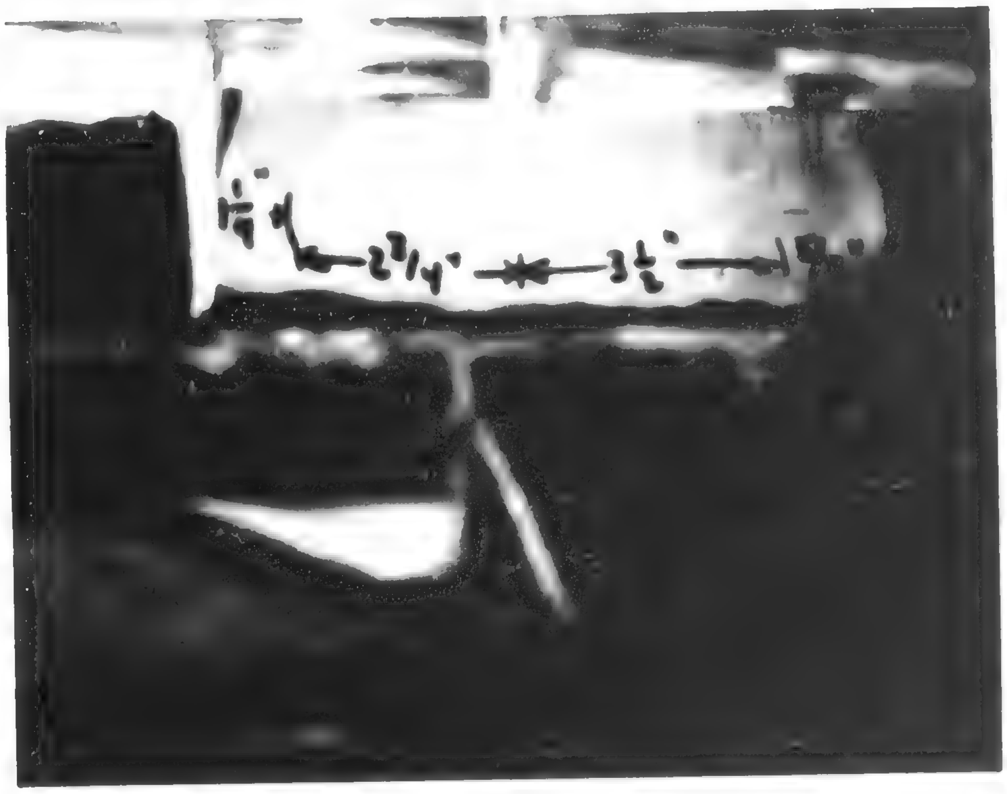

Crack
65½"
Lamination

Relative lovation crack & lamination

Location of crack in plate



Crack, Sample removed 9-1-72



Lamination in radius cut 9-1-72

5

RECEIVED
[illegible] 1972
FOR FILING

7276

September 8, 1972

Mr. Harold Ashton
Property Manager
Kaiser Cement & Gypsum
Corporation
300 Lakeside Drive
Oakland, California 94604

Dear Mr. Ashton:

As explained to you by our Resident Bridge Engineers assigned to the Fremont Bridge in Portland, Bob Cunningham and Dan Bacon, the Oregon State Highway Division will, in the near future, be engaged in a project which is expected to attract a great deal of attention, particularly from the so-called "sidewalk superintendents".

The project involves floating the main span of the Fremont Bridge, which is being assembled downstream, up to the bridge site and then jacking it into position. What makes it unusual is that the span weighs 6,000 tons, is 900 feet long, and 80 feet wide. This project, if not the largest, certainly ranks near the top for this type of work.

Because of the nature of the task, we anticipate a great many people will want to watch it. We have been looking for a vantage point that would enable the public to watch the work with an unobstructed view and yet provide safety both for the workers and the onlookers. People getting in the way at the crucial time could be dangerous.

We have located such a site upstream from the bridge on the east side of the river adjacent to your bulk cement plant as shown on the attached sketch. We understand that the property in question is owned by your organization. We would like to obtain the use of this property for several days during the lifting process so a safe vantage point can be established for spectators.

We will obtain the necessary insurance and execute the proper papers which will protect your organization in the event of any injury. Proper credit will be given to your organization for your cooperation in this matter.

The date for this maneuver has not been established at this time, but it is expected to occur sometime in late December or early January. The operation of jacking the bridge into place will take approximately 48 hours. Wind, I understand, is the critical factor in this operation and will be the determining element as to when the operation will start.

David H. Moehring is our Right of Way Engineer and he would be the one to handle the details if you see your way clear to make use of this property available to us at the appropriate time. His telephone number is 378-6299.

Because of the details involved, we hope we will hear from you shortly concerning this request.

Sincerely,

George H. Baldwin
Administrator of Highways

Attach.

cc Tom Edwards
F. B. Klabos
A. E. Johnson
Gary L. Sund
D. H. Moehring
H. S. Coulter
L. W. Rullen Walter J. Hart
L. I. Lindas Jack Sollis
JJE:jr fm

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

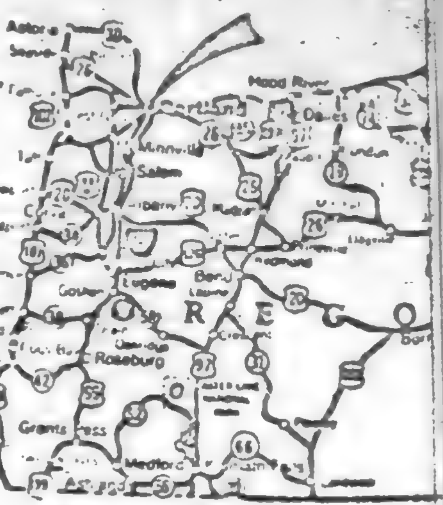
SUPERSTRUCTURE

REMONT BRIDGE SECTION

STADIUM FREEWAY HIGHWAY

MULTNOMAH COUNTY
JUNE, 1969

Revised 5-19-69 Drg. No. 25
11 41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Eugene
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Roseburg
Grants Pass
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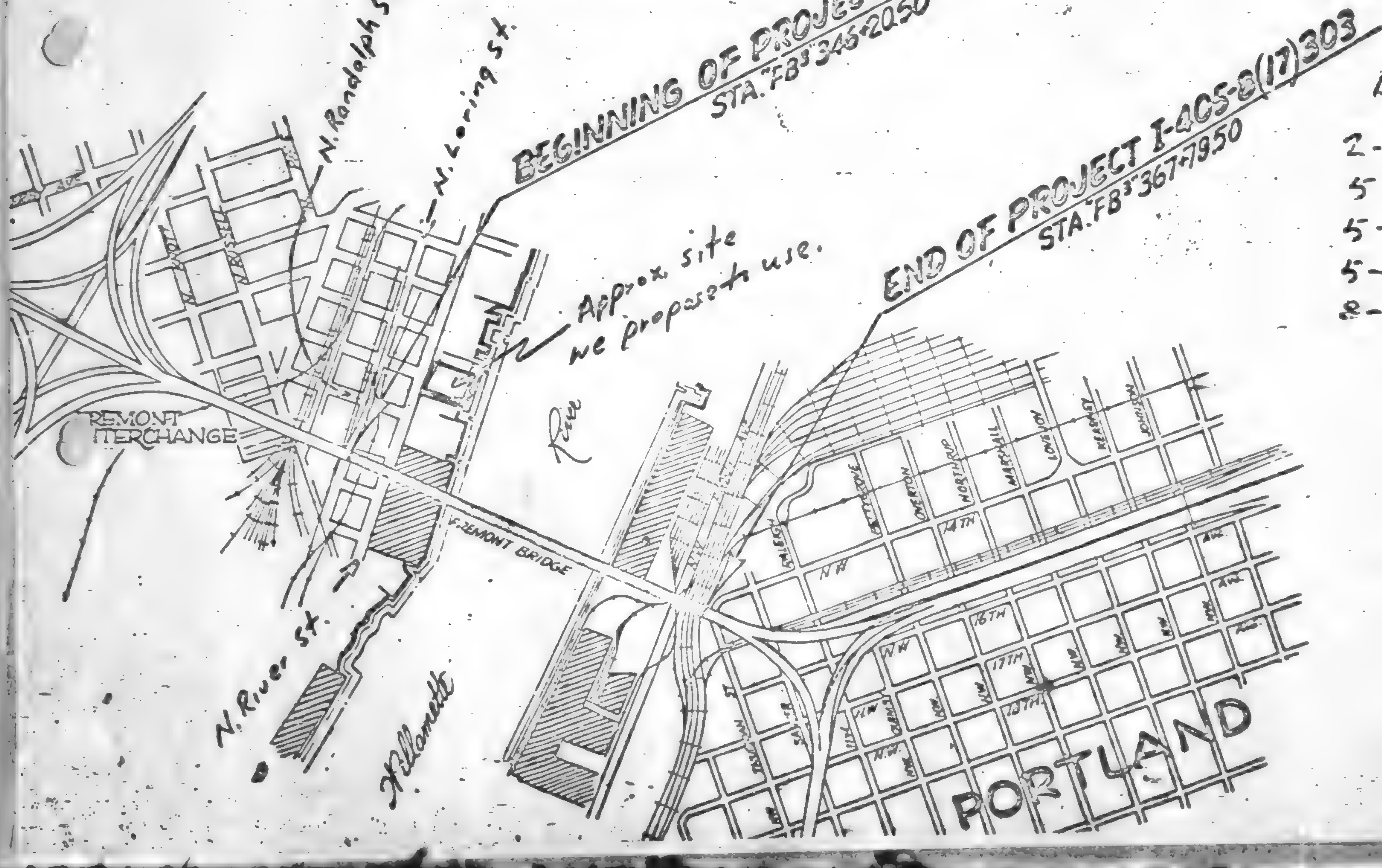
BEGINNING OF PROJECT I-405-8(17)303
STA. "FB" 346+20.50
END OF PROJECT I-405-8(17)303
STA. "FB" 367+79.50
N. Randolph St.
N. Loring St.
Approx. site
we propose to use.
River
Willamett
N. River St.
FREMONT INTERCHANGE
FREMONT BRIDGE
N. KNOTT
N. RUSSELL
RALEIGH
QUIMBY
PETTYGROVE
OVERTON
NORTHRUP
MARSHALL
LOVEJOY
KEARNEY
JOHNSON
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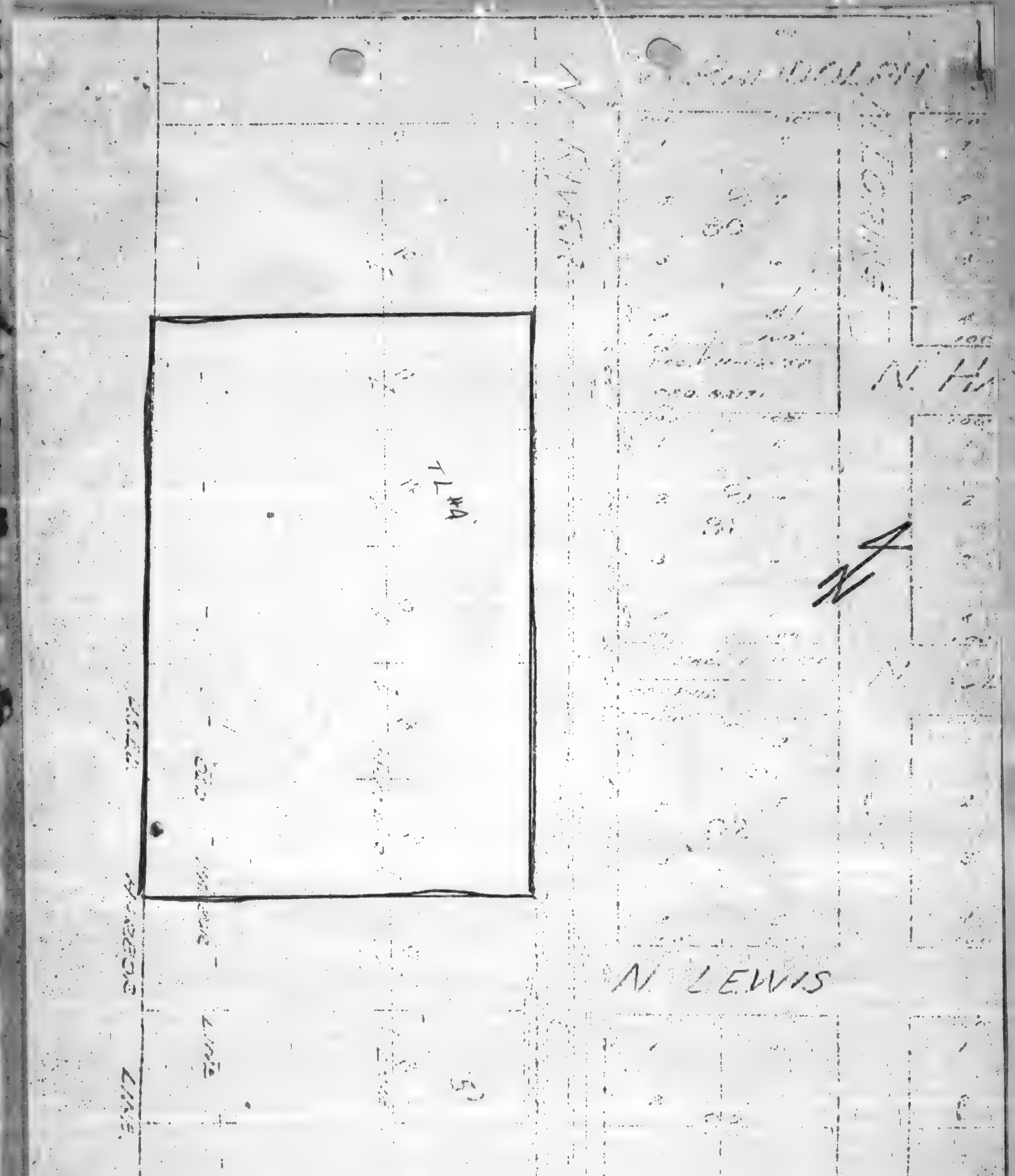
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NALMOD,1009618780
 1-00961-8780   LEGAL  08/31/72 VOCH
KAISER CEMENT & GYPSUM CORP

300 LAKESIDE DRIVE                  [illegible] CLARK AV
OAKLAND,CALIF                 97212 PORTLAND, OREGON
ALBINA                                  LOT         BLOCK
TL# 4   OF RIVER LOTS                   [illegible]


L2 M1            ACQ       [illegible]                        RATIO [illegible]
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SEP 1[illegible] 1972
FOR FILING

7276

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1972

SUBJECT: Cracked Web Plate
Fremont Bridge

To: MEMO TO THE FILE

On September 5, 1972, upon return from vacation I was advised that one of the two and one-half inch web plates being fabricated for the Fremont Bridge had cracked; that MEI had been asked to investigate the plate material and that Lukens Steel Company had been asked to furnish, if possible, the reasons for the cracking of this plate.

Information given me was that the cracked plate was the only one of similar plates which was edge-softened without preheating. The other plates apparently had been preheated to somewhere between 300 and 400 degrees prior to edge-softening.

Also, there was apparently indication that in the vicinity of the crack there was a small notch left as a result of cutting the plate.

On September 6, Mr. Herb Schell of the Federal Highway Administration contacted me by phone and stated that information regarding the cracked plate had been forwarded to their Washington, D. C. office, which had advised Mr. Schell they felt all of our original specifications should apply and that if the Charpy tests are low, that is, less than specified, we should reject this plate and any others from the same heat even if we have to pay for the old plate and the new plate.

He also stated that the Federal Highway Administration at this time is not sympathetic with any delay caused by refabrication of a plate or plates but is concerned with using plates which have a potential of further cracking after erection.

Mr. John Jenkins advised me that he had been contacted by a Mr. Charlie Galambos from Washington, D.C., asking for details of the Charpy tests made by MEI which indicated low strengths both before and after heat treating.

Mr. Ed Rief, who visited the plant the latter part of last week, stated he visited with Mr. Harry Morford, Plant Superintendent for American Bridge Company, who had advised him that the plate which cracked was not preheated prior to edge-softening and that his engineers had calculated that a stretch of up to two and one-half inches could occur. He told Mr. Rief that he had sighted bolt holes in the one-inch plate apparently attached to the cracked plate and had noticed quite a curve in an otherwise straight line of holes.

As of 10:50 on September 6, Mr. Jenkins advised that MEI had not heard from Lukens Steel Company and would contact them by phone for their information. MEI is running transverse and longitudinal micro-hardening tests on burned surface areas. These tests apparently do not bear on the crack itself but will give us properties of the material where cut by burning. Their opinion is similar to that of FHWA and they have reservations as to use of the plate. It is their opinion at this time that the heat treating and notch defect were significant enough to cause the cracking.

Mr. Jenkins also advised me that the other plate cut from the same piece as the cracked plate was fabricated with stiffeners and had holes bored ready for assembling with other units of the joint.

At 11:30 a.m., September 6, Mr. Harry Czyzewski of MEI called John Jenkins and advised that he had contacted Lukens' Allegany office, which stated to him that they did call for test results at that time and would call him later in the day and give him results they feel should be released at this time.

On the afternoon of September 6, Mr. Lou Silano of PBQ&D called Mr. Walt Hart to convey a message from Mr. Hedefine that based on present information, it is PBQ&D's recommendation that neither the cracked plate nor any plate from the same heat number should be accepted for inclusion in the project.

On September 7, at 8:50 a.m., John Jenkins reported that Harry Czyzewski had called stating he had talked with

Lukens Steel Company for 40 minutes and they had told him they could find nothing in the sample they had which would indicate anything wrong. There was apparently some question as to whether the notched defect was ground out before or after the individual doing the grinding had alerted the Lukens people to the crack.

They also stated there was no apparent overheating and no good reason for the plate to crack. Mr. Czyzewski recommended that we reject all plates from the same heat number as the cracked plate.

The same morning, I talked to Mr. Edwards in Central Oregon and told him of PBQ&D's recommendation and of all the developments occuring. Mr. Edwards instructed me to call Mr. Tokola of Murphy Pacific and to explain the circumstances to him, advising him that we were rejecting both plates; and to send a telegram over his signature to Murphy Pacific. I contacted Mr. Tokola and went through the facts assembled up to this time, including the attitude of the FHWA, PBQ&D, and MEI, and advised him we were rejecting both plates. Mr. Tokola requested that we give in our telegram our basis of rejection, that is, the pertinent specification on which we would base our rejection, which I agreed to do.

Mr. Tokola indicated he had no particular argument as to rejection of the plates but felt that since Murphy Pacific was not involved in the manufacture of the steel or the fabrication of the materials, they could in no way be held liable for the cracking.

I indicated to Mr. Tokola that MEI had taken Charpy tests with very low results and Mr. Tokola offered the opinion that had the steel been of high impact hardness, there probably would not have been any break.

On the afternoon of September 7, the telegram was sent to Mr. Jay Murphy of Murphy Pacific advising him of the plate rejection.

A E Johnson

ORIGINAL SIGNED BY
A. E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc Tom Edwards
F. B. Klaboe
Walt Hart
L. I. Lindas
John Jenkins
H. S. Coulter
Ed Hardt

RECEIVED
SEP 11 1972

FOR

7276

Filed

western union **Telegram**

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	☐ OVER NIGHT TELEGRAM
			Oregon State Highway Div.	UNLESS BOX ABOVE IS CHECKED THIS MESSAGE WILL BE SENT AS A TELEGRAM

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Sept. 7 1972

TO Mr. Jay P. Murphy
STREET & NO. Murphy Pacific Enterprises
4300 Eastshore Highway
CITY & STATE Emeryville, CA 94608

CARE OF OR APT. NO.
TELEPHONE 653-1717, A/C 415
ZIP CODE

The 2-3/4 inch thick A 588 structural steel plate which cracked during fabrication in the American Bridge South San Francisco Fabricating Plant on August 27, 1972, is unacceptable material and in the interest of public safety is rejected for use in the Fremont Bridge, Contract 7276.

Any other pieces cut from the same heat (Lukens No. A0075-2) are also rejected.

Rejection is based on ASTM Specification A-6, General Requirements for Delivery of Rolled Steel Plates, Shapes, Sheet Piling and Bars for Structural Use, Article 12.3.

(continued)

SENDER'S TEL. NO. NAME & ADDRESS

WU 1207 (R 5-69)

western union

Telegram

NO. WDS.–CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	☐ OVER NIGHT TELEGRAM UNLESS BOX ABOVE IS CHECKED THIS MESSAGE WILL BE SENT AS A TELEGRAM

Send the following message, subject to the terms on back hereof, which are hereby agreed to 19

TO

CARE OF OR APT. NO.

STREET & NO.

TELEPHONE

CITY & STATE

ZIP CODE

The material exhibits susceptibility to brittle fracture as shown by cracking during normal fabricating procedures under no load. Subsequent tests (failure of check tests to meet (1) the Charpy V-notch values specified in the project Special Provisions, page 23, Art. 410-2.1, and (2) flame-cut edge bend test, Oregon Standard Specifications, 1964, Art. 410-3.23, both before and after furnace stress relief) indicate low toughness in the base material and a lack of ductility in the flame-cut edges.

Tom Edwards
State Highway Engineer

cc Al Tokola
Bridge: ms cc W. J. Hart; A. E. Johnson; H. S. Coulter; Accounting

SENDER'S TEL. NO. NAME & ADDRESS

WU 1207 (R 5-69)

1/

RECEIVED
SEP 6 - 1972

Al Johnson

7276

Salem, Oregon
September 3, 1972

NOTED
A. E. Johnson

Mr. Louis G. Silano
Project Engineer
Parsons, Brinckerhoff, Quade & Douglas, Inc.
111 John Street
New York, N. Y. 10038

Re: Fremont Bridge Repair
Contract 7276

Dear Mr. Silano:

The enclosed deals with the 2 3/4" pa plate crack and lamination which I discussed with you on Friday, September 1, 1972.

Picture No. 1 shows the location of the crack with respect to the body of the plate (Lukens Heat No. A 0075-2).

Picture No. 2 shows the location of the crack with respect to the location of the lamination.

Picture No. 3 shows a close up of the crack after some sampling had been performed on it. The first drilled hole was for material for a chemical analysis, the second drilled 1/2" hole was made to arrest the spread of the crack. The triangular piece at the edge of the crack was removed for metallographic tests. The area has been dyed.

P Picture No. 4 shows a close up of the lamination at the upper end of the 4-ft radius. The three indents in the 3 1/3 " area are from hardness determinations. The area has been dyed.

I learned Friday that all of the other pieces, with the exception of this one, had been preheated before having the edges flame softened. (I'm referring to the pa plates.) The preheat used on the other 2 3/4" plates is said to have been about 250 F. Also, there is reported to have been a nick in the edge of the plate. It is reported that the nick was about 1/4" in length, transverse to and in the center of the edge, and deep enough to catch your fingernail in. In talking with Howard Beede of American Bridge Friday, he indicated that he did not consider either the lack of preheat or the nick to be significant in the generation of the crack. Apparently Harry Morford of AB would like to consider them significant.

Tests were performed on samples of Heat A 0075-2 before and after heat treating at 1100 F for 2 hr at AB and for 3 hr at MEI, our metallurgical consultant in Portland. Samples for these tests came from opposite ends of the plate scrap between the pa plates (see sketch). The following results were obtained;

Lukens Heat A 0075-2 Before and After Heat Treating

Mill Report	American Bridge		Metallurgical Engineers	
	Before	After	Before	After
YP 73,200 psi	65,160	62,370	84,415	81,700
Ult 96,600 psi	105,260	1o2,390	118,180	116,670
Elong 22%	24%	23%	23%	22%
Charpy 40 F 20,21,10			7,9,7	14,18,21

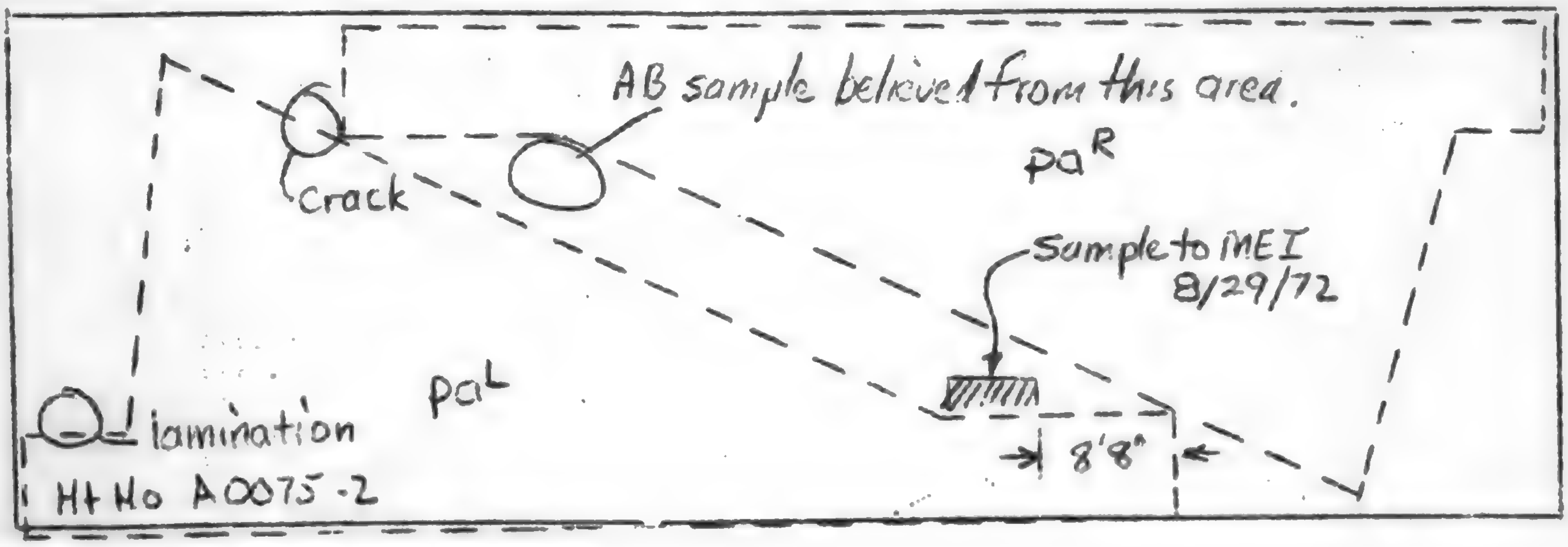
In addition , Harry Czyzewski of MEI performed the burn bend test in the 1964 Standatd Specifi cations and the before heat treat specimen failed in brittle fracture at a deflection angle of 15°; the heat treated specimen broke in brittle fracture at a deflection angle of 30°. Neither of these edges had been flame softened.

If there is any other information you need in connection with this problem, please let us know. I might add, at this time all we have heard from Lukens is that their tests show that the plate meets the specifications of ASTM A588. We have let it be known that until Lukens comes up with a logical explanation for the crack which our metallurgical consultant will accept, the plate is rejected. At this point Mr. Czyzewski is not accepting the "no preheat, nick" explanation as satisfactory.

Very truly yours,

John C. Jenkins

John C. Jenkins
Engineer of Materials & Research
Oregon State Highway Division



SEP 5 - [illegible]2

FOR FILING

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 31, 1972

NOTED
A. E. JOHNSON

RECEIVED
AUG 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Metallurgical Engineers, Inc.
2340 S. W. Canyon Road
Portland, Oregon 97221

Attention Mr. Harry Czyzewski

Gentlemen:

Fremont Bridge Superstructure
Stadium Freeway
Contract 7276
Metallurgical Engineers, Inc.

This letter is your authorization to release to Murphy Pacific Co., contractor on the subject project, upon their request, two copies each of the following reports:

Investigation of in-construction crack in girder truss joint area, Fremont Bridge.

Report I. Findings to date, 1-15-72

Report II. Properties of A-588 steel of junction piece on west side of fracture.

Report III. Determination of properties of independent coupon of A-588 steel.

Murphy Pacific shall be liable for payment for copies you release to Murphy Pacific. The State Highway Division will not make payment for such copies.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

R. W. Ellison R.W. ELLISON
Bridge Administration Engineer

RWE:dh
cc Tom Edwards
A. E. Johnson
Federal Highway Administration
H. S. Coulter
John Jenkins
Murphy Pacific, Portland

RECEIVED
SEP 8 - 1972

1972

7276

chg
Interstate
Out of state

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1972

SUBJECT:
Fremont Bridge Repair
Contract #7276
S. E. Foster-S. E. Causey
Contract #7748
S. E. Causey-Gladstone
Contract #7660

To:
Mr. A. E. Johnson
Asst. State Highway Engineer
OFFICE

We would like Ed Rief to cover three projects on his next trip to California, August 31 and September 1.

Cyclone Fence in Oakland is producing 35,000 lin ft of chain link fence fabric for S.E. Foster-S.E. Causey, Contract #7748. They have requested that the material be inspected and tested before shipment to avoid the resampling and retesting problems which occurred on the S.E. Causey-Gladstone project. The first part of the shipment will be ready this week. Ed Rief can inspect and sample while he is in the vicinity in connection with the Fremont job.

Marwais Steel in Los Angeles (Fontana) is producing lighting standards for S.E. Causey-Gladstone, Contract #7660. This is the first job for Marwais using basic units manufactured in France with final fabrication in California and they asked, several weeks ago, that Ed Rief come down and inspect their first units of production when they were ready. I was informed yesterday that they will be ready Thursday.

The Fremont Bridge trip involves general inspection and a check on the status of the crack in the Lukens plate.

Estimated cost of the trip, to be charged to 626-1013-900, $117.75; 603-1017-900, $48.00; 603-1020-900, $42.00:

Air fareto Ontario and San Francisco, California and return	$136.00
Lodging, one night	15.00
Meals	14.75
Ground Transportation, Phone	42.00
	$207.75

9-1-72
[illegible]

We request authorization for this trip.

8-30-72
Approved

JOHN C. JENKINS
Engineer of Materials & Research

cc:
H. S. Coulter
R. D. Cunningham
R. T. Heinz
J. E. Holland
E. J. Rief

5

SEP 5 1972

FOR FILING

7276

American Bridge
Division of United States Steel Corporation

P. O. BOX 2015, TERMINAL ANNEX
LOS ANGELES, CALIFORNIA 90054

August 29, 1972

RECEIVED
SEP 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. R. O. Cunningham

Subject: ABD ORDER K-3509-18 - FREMONT BRIDGE
STATE CONTRACT NO. 7276
MURPHY PACIFIC ENTERPRISES

Gentlemen:

Enclosed herewith are six (6) copies of our proposed "Repair Procedure for Girder 5G1 Web Weldment". In an August 29, 1972 telecon with Mr. John Jenkins, our Messrs. Sol Bucksbaum and Lars Holmquist discussed the problem that has been encountered with one web plate of Girder 5G1. As we pointed out in that discussion, the test reports indicate that chemical properties of the plate are in accordance with ASTM Specification A-588, Grade A, and the tensile strength and yield point are considerably in excess of minimum requirements. The stress relief proposed in the enclosed Repair Procedure should improve the qualities of the plate and increase its resistance to cracking. The tensile strength and yield point would be reduced somewhat, but they could be expected to still be well above the minimum requirements.

As noted in the Repair Procedure, a second Plate pa^R for Girder 6G1 is to be cut from the same plate from which Plate pa^R for Girder 5G1 was cut. Because of the tight schedule on this project we are proceeding to stress relieve Plate pa^R for Girder 6G1.

We shall appreciate it if you will return one (1) copy of the enclosed Repair Procedure with your approval or comments. If we can furnish additional information, please telephone Messrs. W. J. Lowe, S. Bucksbaum or Lars Holmquist at (213) 726-9777.

Very truly yours,

AMERICAN BRIDGE DIVISION

S. Bucksbaum
Assistant District Engineer

By W. J. Lowe/LH
W. J. Lowe

LH:tap
Encls.
cc: L. G. Silano, Proj.Engr. - Parsons, Brinckerhoff, Quade & Douglas, Inc. New York - w/encl.
A. J. Tokola - Murphy Pacific Enterprises - Portland - w/encl.
J. P. Murphy - Murphy Pacific Enterprises - Oakland - w/encl.

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AUG 31 1972
BRIDGE DIVISION

cc: EDWARDS, HART, JENKINS, MEI

REPAIR PROCEDURE FOR GIRDER 5G1 WEB WELDMENT

FREMONT BRIDGE
AMERICAN BRIDGE ORDER K-3513-X1

1. Description

   a. The weldment to be repaired is detailed on American Bridge Drawing No. 5AD and is shown in attached Sketch No. 5-1. Plate pa^R (2-3/4" thick) has been welded to Plate pb^R (1" thick), the horizontal and vertical stiffeners have been welded in place and the holes have been drilled. Neither the Flange Plate ha nor the diaphragm plates between the two webs have been installed.

   b. The repair is necessitated by a crack in Plate pa^R located as shown in Sketch No. 5-1. The crack is approximately perpendicular to the edge of Plate pa^R. It is through the 2-3/4" thickness of the plate and extends into the plate approximately 4"

   c. The material is ASTM A-588, Grade A. Test report data includes the following:

	Actual	Required by Specification
Tensile Strength	96.6 ksi	70 ksi min.
Yield Point	73.2 ksi	50 ksi min.
Elongation in 2"	22%	21%

   The chemcial analysis is in accordance with the specifications. Impact values at +40° F of 20, 21 and 10 ft.-lbs. were obtained.

   d. Plate pa^R was cut from a plate from which it is intended another Plate pa^R for Girder 6G1 be cut. Plate pa^R for Girder 6G1 is to be stress relieved in the same manner as the weldment for Girder 5G1, as described below.

2. Preparation for Welding

   a. Preheat area 12" x 36", with crack centered on the 12" dimension to develop a minimum temperature of 250° F. Maintain the preheat during arc-air gouging to prepare the weld groove and during the welding. Attach run-off tab.

   b. Arc-air gouge one side of plate for a double vee-groove weld with end slope same as sides.

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AUG 31 1972
BRIDGE DIVISION

3. Welding

   a. Metal arc weld with E7018 electrodes in accordance with Welding Procedure B110-1 (A1), copy attached.

   b. Turn plate to other side.

   c. Back gouge and complete preparation of second side of double vee-groove.

   d. Weld second side.

   e. Remove run-off tabs and grind all weld surfaces smooth and flush.

4. Stress Relief and Inspection

   a. While the plate is at preheat temperature, magnetic particle inspect the weld repair.

   b. While the plate is still warm, place it in the stress relief furnace. Heat to 1100° - 1200° F and hold for three hours. Furnace cool. Stress relief is to be in accordance with AWS D2.0-69, Article 310.

   c. After the plate is cool, inspect the weld repair by magnetic particle, ultrasonic and radiographic methods.

   d. If repairs to the weld are required, they are to be made using the preheat and the electrodes described above. A second stress relief and radiographic inspection may be omitted if the repairs are minor.

   e. Visually inspect all exposed edges of Plate pa^{R} for Girder 6G1.

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AUG 31 1972
BRIDGE DIVISION

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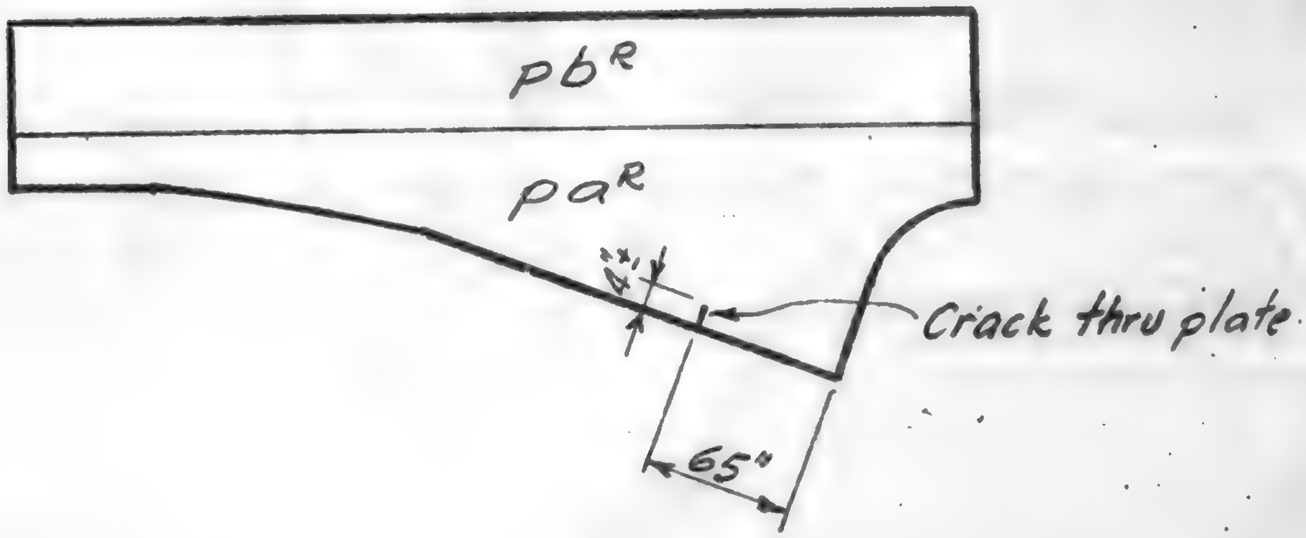
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

FOR FREMONT BRIDGE

INQ. NO. ____
ORDER NO. K-3513-X1
SHEET NO. 5-1 DATE 8-29-72
LH


pb^R
pa^R
4"
65"
Crack thru plate

GIRDER 5-G1

Reference: American Bridge Drawing No. 5.

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AUG 31 1972
BRIDGE DIVISION

American Bridge
Division of United States Steel Corporation

Specification No. B110-1(A$_1$)
Order No.
Sheet No.

WELDING PROCEDURE - GROOVE WELDS

PROCEDURE SPECIFICATION

Material Specification: See Table
Welding Process: Shielded Metal-Arc
Manual or Machine: Manual
Position of Welding: Flat
Filler Metal Specification: AWS A5.1
Filler Metal Classification: E7018
Weld Metal Grade: ----
Shielding Gas: ----
Single or Multiple Pass: Multiple
Single or Multiple Arc: Single
Welding Current: AC or DC Electrode Positive
Root Treatment: Gouge to Sound Weld Metal
Preheat Temperature: As Req'd by Mat'l Thickness
Postheat Treatment: None

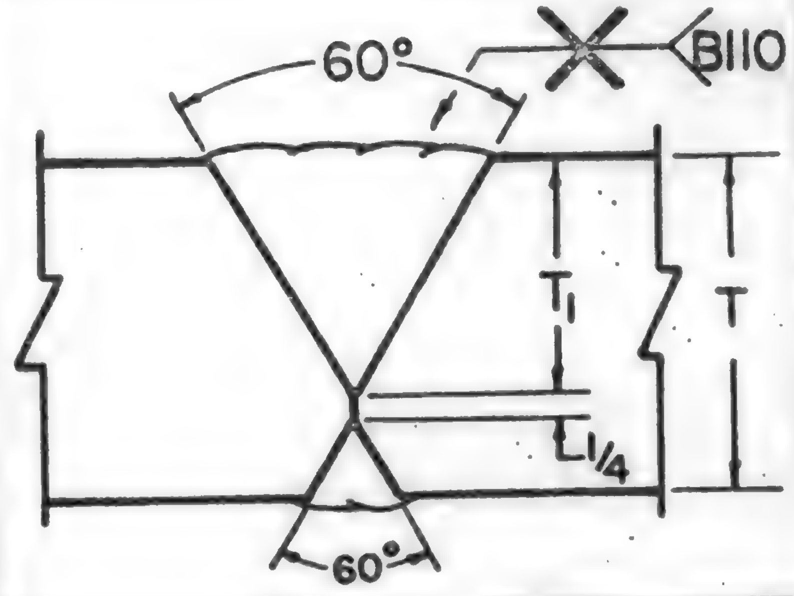
Qualified in accordance with AWS for the following steels:

D1.0 and D2.0
ASTM A36, A242 (D1.0 only), A441, A572 Grades 42 through 50, and A588

For Procedure Qualification, See B110-1(2)

Thickness – T	T1
Over 2 to 2-1/2, incl.	1-3/8
Over 2-1/2 to 3, incl.	1-3/4
Over 3 to 3-5/8, incl.	2-1/8
Over 3-5/8 to 4, incl.	2-3/8
Over 4 to 4-3/4, incl.	2-3/4
Over 4-3/4 to 5-1/2, incl.	3-1/4
Over 5-1/2 to 6-1/4, incl.	3-3/4
Over 6-1/4	2/3 (T-1/4)

WELDING PROCEDURE

PASS NO.	ELECT SIZE	WELDING CURRENT AMPERES	WELDING CURRENT VOLTAGE	SPEED OF TRAVEL	JOINT DETAIL
1*	3/16	250-300	20-28		
2-38	1/4	2-1/4 Mat'l 360-440	22-30		
2-43	1/4	2-1/2 Mat'l 360-440	22-30		
2-59	1/4	2-3/4 Mat'l 360-440	22-30		
2-65	1/4	3" Mat'l 360-440	22-30		
2-72	1/4	3-1/4 Mat'l 360-440	22-30		
2-81	1/4	3-1/2 Mat'l 360-440	22-30		

This procedure may vary due to fabrication sequence, fit-up, pass size, etc. within the "Limitation of Variables" given in applicable American Welding Society building code or bridge specification.

The above information is intended for application only in the case of work performed by American Bridge Division, United States Steel Corporation.

* Common root pass - root may be sealed by means of one or two passes.

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AUG 31 1972
BRIDGE DIVISION

Sheet 1 of 2

January 5, 1967
Rewritten
Date October 1, 1970

SEP 5 - 1972

FOR FILING

7276

Gen. Files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
A. E. JOHNSON

DATE	August 29, 1972
TO	Memo ~~to~~ the File
FROM	R. W. Ellison Bridge Administration Engineer
SUBJECT	Fremont Bridge Superstructure Contract 7276 Cracked Web Plate

ORIGINAL SIGNED
R. W. ELLISON

Today I received a telephone call from Mr. Sol Bucksbaum and Mr. Lars Holmquist of American Bridge's engineering group in Los Angeles, relative to a crack which developed in one of the web plates involved in the changed design at Panel Point 3. This crack occurred Sunday, August 27, 1972.

They stated they were not fully aware of the situation and then proceeded to describe the crack and request permission to repair it. They indicated the crack is in one of the 2 3/4" web plates and is part of the redesigned connection between the arch rib and the main tie girder. The crack is 5 1/2' from the "deep end" of the plate, extends 4" into the plate from the edge, and is at right angles to the edge of the plate. The 2 3/4" plate has been welded to a 1" plate which was also part of the web and the holes necessary for fabrication have been drilled in both plates. A hole has been drilled in the web plate at the end of the crack to prevent further propagation.

They indicated the cause of the crack is unknown but that the fact that the tensile and yield strengths of the plate are approximately 50 percent higher than required may have some bearing on the matter. They further stated that the plate has been retested for chemical analysis and found to be within the specifications.

They began talking about repairing the crack and stress-relieving the entire plate as a remedy for the situation.

I informed them that the plate had been rejected by the Bridge Engineer and the Highway Engineer and that this information had been relayed to the San Francisco fabricating plant and the State of California material inspectors by Mr. John Jenkins, our Materials Engineer. As far as I was concerned the plate is rejected and any conversation concerning repairs should be with Mr. John Jenkins.

They countered that they had not heard of the rejection. They did not believe the California inspectors were aware of the rejection and that Mr. Lou Silano of PBQD had indicated a repair would be satisfactory if proper procedures were employed.

They further indicated that some metallurgist from the State of Oregon, or acting as an agent for the State of Oregon, was in the fabricating plant yesterday and they requested information on his findings. I told them I was sure that Mr. Jenkins had informed California of the rejection, I was not aware of Mr. Silano's attitude, that I knew nothing of the metallurgist or his activities and suggested they call their people in the fabrication plant in San Francisco or Mr. Jenkins.

I immediately called John Jenkins and informed him of the foregoing.

RWE:dh

cc Tom Edwards
A. E. Johnson
A. A. Rear
John Jenkins

P.S. I called Mr. Lou Silano late in the morning regarding the cracked plate. He said he was not fully aware of the details and that someone from San Francisco or Los Angeles had called one of his employees and mentioned the plate was cracked but had not given much in the way of details.

I informed him that we have rejected the plate and will not allow its use unless the supplier can furnish us with some valid reasons why the plate is suitable for incorporation in the structure.

Mr. Silano expressed concern over use of A588 steel because of similar problems which have developed on projects elsewhere. He indicated that we must protect ourselves as engineers and we have an obligation to protect the public and that, perhaps, the use of A588 steel should be limited until the industry is able to prove itself dependable.

RWE:dh

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AUG 30 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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7276

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1972

To: MEMO TO THE FILE

SUBJECT: Fremont Bridge Repair
Contract #7276

NOTED
A. E. J[illegible]

On Sunday, August 27, 1972 at about 1:45 PM Larry Miller called from the American Bridge shop at South San Francisco. Two problems had developed. The first concerned a number of spots of embedded mill scale which did not clean up with extra heavy sand blasting; the second dealt with a crack which had appeared in the edge of the 2 3/4" web plate being fabricated for box unit 3.

Larry said the mill scale spots were black, about 1/8" diameter and 1/32" thick. They were rolled into the surface and could be dug out with a knife, but were not removed by heavy blasting with black sand. If dug out the spots were found to have rust under them. There were about 1 sq. inch total area of spots in 1 sq. ft. of plate. The spots were scattered across the surface of the thinner upper web on one of the first two boxes. There were also microscopic spots visible only with a magnifying glass.

I called Dean Mandrell who confirmed the necessity of removing the rolled in mill scale if a permanent paint job were to be obtained. The scale-steel-zinc combination in these spots would develop a corrosion cell which would quickly destroy the integrity of the paint system. Alternatives to grinding out the spots were the use of a needle gun, using a more aggressive steel grit, and immediate sealing of the inorganic zinc surface with a seal coat (tie coat) of paint.

This information was transmitted to Walt Hart, who recommended relaying the word to Mr. Tokala of Murphy Pacific, through Bob Cunningham, that there may be a delay in getting the first two units painted and shipped. Mr. Tokala might wish to take corrective measures in Portland rather than delay shipment from San Francisco. This information was immediately passed on to Bob Cunningham.

With regard to the crack, Larry Miller stated that it had occurred in the bottom edge of the 2 3/4" web about 6' from the end with the curved cut-out. The crack extended clear through the plate, appearing as three tear-like cracks joining together in a line and extending 3" into the plate at right angles to the edge. At its widest part the crack was wide enough to be penetrated by a knife blade. The crack had been discovered just after lunch and details were still rather sperce. This information was also passed on to Walt Hart and Bob Cunningham.

I called Larry Miller back and advised him that the mill scale spots would have to be removed in San Francisco, unless Murphy Pacific favored removal in Portland, and suggested needle gun or steel grit, though the decision of how to remove was up to American Bridge. I also asked Larry to get as much information on the crack as possible: exact location, size, direction, probable cause, fabrication status, pictures, etc. I also told him to stay as long as necessary to make sure the painting was going all right and he had the necessary information on the crack.

Larry called again about 6:25 PM. Harry Morford of AB had decided to grind out the mill scale spots and re-sand blast the grind spots. All spots had been removed. They were found to exist only on one side of one plate.

Larry was reminded that while cross-spraying was specified, precedent had been established through the acceptance of single direction spraying by PTL. However, the requirement of uniform application of paint must be met or cross-spraying will be enforced. I personally cannot see the objection to cross-spraying since it is evidence of good workmanship and should not require extra effort on the part of the painter, or extra material.

The present apparent intent of American Bridge with regard to the crack is to drill a 1/2" diam. hole at the end of the crack to stop it, and then groove out the crack and weld it up. (At this time this is not an official proposal.) Contrary to what I originally understood or assumed, there was no welding in connection with the crack. The 2 3/4" plate had been attached to the thin web on the edge opposite the crack, and the cracked edge had been flame softened after burning, but no welding had been done on this edge. The plate was lying flat on skids at the time the crack was discovered.

Larry also stated that, in addition to the 3" of open crack, visible with dye penetrant, there was an additional inch-plus of depressed metal at the end of the crack, evidence of necked-down yielded metal. No camera was available so a representation of the crack was made by rubbing, with lead pencil, paper placed over the crack. This process showed the crack and the depressed zone. Measurements were also made and this data will be brought to Salem Monday morning. The plate involved is said to be Lukens

Melt No. A0075-2 (California refers to Heat B-5001-27) with Charpy impact values of 20, 21, 10 ft-lb at 40F.

John C Jenkins

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:mb

cc: Tom Edwards
A. E. Johnson
W. J. Hart
H. S. Coulter
R. D. Cunningham
E. J. Rief
Eric Nordlin (California Hwy.)
Larry Lowe (California Hwy.)

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AUG 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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7276

August 24, 1972

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To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

From Tom Edwards
State Highway Engineer

Subject Fremont Bridge Superstructure
Contract No. 7276, FAI-405-8(17)303
Panel Point 3 Fracture
Price Agreement No. 14

The following is supplemental information which you requested concerning Price Agreement 14 for the subject project.

The Standard Specifications for this project will apply to the changed design at Panel Point 3 and require grinding of the flame cutting which is necessary at the intersection of the old web plate and redesigned sections. These specifications require that the grinding produce a surface roughness of Class ASA 500.

Nondestructive testing of plates in the vicinity of tension butt welds, and where indicated on the plans, will be performed to ensure that the plates are free from laminations, contaminations, or any other defects which would be detrimental to transfer of tensile stress. Ultrasonic testing, using ASTM A 578-71b Level I as an acceptance criteria, will be done for a distance of six inches either side of the weld. Any recordable defects, as defined by A 578-71b, will be further investigated to a distance of six inches beyond the outer limits of the defect.

Welding procedures will be reviewed and approved by the State and consultant prior to commencement of the work.

Specifications for fabrication of structural steel, as included in the original contract, will be retained for the Panel Point 3 revision work.

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Responsibility for fabrication, as shown in the matrix analysis, is based on our determination that fabrication of the fractured machined junction piece from a thick plate of A588 steel was dictated by the plans which were the responsibility of the design consultant, the State, and the FHWA. The orientation of the machined piece was originally at the contractor's option. However, when the State and FHWA considered this orientation prior to erection and deemed no change necessary, they assumed the responsibility for orientation.

Perhaps some additional explanation relative to assigned responsibilities is in order. The responsibility for the failure at Panel Point 3 as indicated by the responsibility matrix assumes that three factors are necessary for a brittle fracture.

1. Material toughness
2. Flaw size
3. Stress level

Each of these factors is considered as equal contributor.

The factors are further analyzed to determine responsibility for each of the various stages of project development from design through selection of materials to fabrication and erection. Responsibilites are assigned on the basis of engineering judgment equally to each stage of project development affecting each factor contributing to brittle fracture.

Each of the agencies involved in the project is assigned equal responsibility when they contribute equally to a brittle fracture factor. However, when a decision or recommendation was made by one agency and endorsed by another, the agency making the decision was assessed twice the responsibility of the agency endorsing the decision.

The investigation of the mechanics of the Panel Point 3 machined junction piece fracture indicates the cause to be from a combination of flaws in the metal, low fracture toughness, a heat-affected zone, a design stress raiser and a stress of sufficient magnitude to initiate fracture. The stress which will initiate fracture may be well within normal design working stresses when the other factors indicated are present. The computed erection stress at the time of fracture was within working limits. Both of our consultants, PBQ&D and HNT&B, are in accord that the intensity of the basic stress at the time of fracture (assuming 200K reaction remaining at false bent W2) was approximately 16.7 ksi. They do

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not agree on the magnitude of the design stress raiser. Both do indicate, however, that the maximum stress at time of fracture was within the working limits. Under conditions of DL+LL+I both consultants agree that intensity of the basic stress would be approximately 16.8 ksi, again well within the working limits. PBQ&D minimizes the effects of the design stress raiser and indicates a maximum stress of 23.7 ksi; HNT&B claims the stress raiser effect is of greater magnitude and indicates a maximum stress of 50.4 ksi.

The difference of opinion on design stress raiser effect results from the support conditions applied to the finite element during analysis. PBQ&D assumed an element in the center of the flange plate and allowed some deformation which would tend to relieve stress concentrations. HNT&B assumed an element directly under the web plate and allowed no deformation because of restraint produced by the web. Calculations by Oregon State Highway Division personnel indicate a stress raiser effect slightly higher than that indicated by HNT&B and leadss us to believe that the HNT&B assumptions reflect actual conditions. A more conventional procedure might not have produced the stresses or deflections that resulted under the erection scheme chosen by the contractor. This may have resulted in completing erection without a fracture; however, it would in no way negate the problem created by the presence of the metal flaws, etc.; HNT&B in their review of the design of the completed structure indicate that a stress level (with amplification) higher than the erection stresses will be produced under full dead, live, and impact loading. If this is true, the girder would have fractured under final design loads even if it had not fractured during erection.

Both consultants agree that the material should not have failed under the influence of the erection stresses only and that a "metallurgical notch" created by flaws, inclusions, cracks, and excessive heat caused the failure. Both consultants indicate that the erection procedure and stresses are within accepted working limits and should not produce failure.

Since the fracture was due to a metallurgical notch and not the erection stresses, the responsibility assigned to Earl and Wright is negated. This eliminates any assignment of financial responsibility to Earl and Wright.

Failure, whether due to flaws, inclusions, cracks, or excessive heat, definitely pinpoints a design weakness. Failure came at a point of near maximum deflection. Design of this structure includes fixed bearings at both main piers. Expansion of the structure due to heat changes and to possible combinations of

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unbalanced loading induces a lesser but daily repetitive deflection at the point of fracture. The end result would be failure at some time in the future due to metal fatigue. Lack of staging area which dictated the contractor's erection scheme has, in fact, been fortunate in that a "proof testing" has occurred and led to correction of the design prior to placing future traffic loads in jeopardy.

The responsibility of Murphy Pacific as indicated by the matrix is perhaps a different matter. This responsibility stems from the heat-affected zone in the machined junction piece as indicated by the MEI report. This zone is one of the factors involved in the metallurgical notch and is evidently the result of weld preheat, weld post heat, heat treating, or heat straightening done by Murphy Pacific or subcontractor. The project specification allows heat straightening to a maximum of 1200°; the MEI report indicates the affected zone was heated to 1500°. The changes in chemical and physical properties of base metal, which resulted from heating above specification temperature, are the responsibility of Murphy Pacific. Although only one junction piece has been investigated to date, it is assumed that continuing investigation will show that all four junction pieces are involved; if not, the extent of responsibility will be reduced accordingly.

Murphy Pacific's responsibility at this time is indicated as 3.7% of the $5,305,075 total cost of delay and repair shown on the negotiated price agreement, or $196,000. It is presently the intent of the State to assess the contractor a maximum of $196,000 for his share of responsibility for the girder fracture. This assumes his responsibility will be found to extend to all four junction pieces. Assessment will be made after actual extent of responsibility has been determined.

The contractor's claim, which formed the basis of negotiations for Price Agreement 14, lists various time periods covering both labor and equipment charges for which reimbursement is requested. Some comments regarding the time period are in order.

The crack in the girder occurred on October 28, 1971, and it is estimated that the girder will be repaired and restored by early January 1973. In other words, a period in excess of 14 months was required to restore the west back span to the condition existing prior to the crack. As a result of the crack, the contractor was required to leave certain pieces of equipment in place on the west back span and to furnish duplicates for the companion installation on the east back span. Certain

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other pieces of equipment were required to stand by because of the revision of the construction procedure.

The breakdown of the contractor's claim and the analysis presented by the State are both estimates and will not necessarily agree. In general, the 14 months should be divided as follows:

Contract work	5 months
Change order work, including stand-by	5 months
Stand-by or otherwise inefficient operation	4 months

It should be noted that the three subdivisions of the time period are almost identical and all three components will be distributed throughout the entire 14-month period.

The State's estimate of the labor required was prepared independently in an attempt to find a method of construction which would allow the dismissal of some of the heavy construction equipment at an earlier date than the float-in of the center span. The State has been convinced that the contractor's method of erection is logical and reasonable and that the equipment owned and operated by the contractor is necessary for the successul completion of the project. A C.P.M. was prepared to analyze the manpower requirements for the alteration of Panel Point 3.

The C.P.M. indicates a work force varying from 6 to 70 men per week (average 23) over a period of 38 weeks. For the purpose of estimating the impact of PA 14 on the project, we have established an average work force of 40 men and a duration of 5 months when considering the labor force, equipment rentals, and stand-by.

The above comments regarding time and labor force should be kept in mind when reviewing our response to the seven enumerated comments in your July 18 letter.

The following comments on price justification are numbered in accord with your letter:

1. A pre-audit evaluation of the contractor's estimate has been made by our Accounting Section in accord with Mr. Klaboe's March 20 interoffice memo and is attached.

2. Labor for cost justification was reviewed by your office and was found to be adequate with a few apparent discrepancies to be resolved.

    a. Overhead supervision and administration includes compensation for 11 key personnel for 9 1/2 months.

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Change order work and stand-by account for 9 months. The remaining 1/2 month is coincident with our experience of 15 days lost time during the fall construction season.

b. Monthly personnel lists 5 men for 5 months which does not agree with the stand-by time for the equipment operated by these employees. In order to be consistent, this charge should have been 4 men for 5 1/2 months and 1 man for 7 1/2 months. Contractor was satisfied with the quantity as submitted so his figures were used.

3. Due to abbreviations used, it is possible to misinterpret the equipment cost data presented and arrive at the conclusion that operating labor for equipment has been included twice. Actually, this is not the case. The sheet entitled "Justification of Equipment Rental Rates" includes a line "Est. Oper. Cost 15% x 1,313 = 197." This is not an allowance for operating labor but is an operations cost to cover items such as fuel, lubricants, normal upkeep on the barge and attached equipment, etc.

4. Documentation of outside equipment quotes are on file in our Bridge Section and have been reviewed by FHWA Bridge personnel.

5. The support for heavy equipment force account rental rates are scaled up from hourly ownership cost rates. The difference between the force account rate and a monthly ownership cost rate (including an operations cost allowance) covers major repairs, unforeseen occurrences, and contingencies. Our cost accounting section indicates that calculation of monthly force account rental rates using the formula shown is standard practice which has been used by the Oregon State Highway Division for several years and is similar to the various methods used for computing force account rates throughout the industry.

6. Materials justifications have been reviewed by FHWA Bridge Section personnel and found to be satisfactory.

7. Subcontract data is on file in our Bridge Section office and has been reviewed by FHWA Bridge Section personnel. Further explanation is in order for the furnish-and-fabricate item sublet to American Bridge Company.

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The original quotation by the contractor was based on preliminary drawings furnished to the contractor by the State and assumed that holes in the bottom of the flange of the tie girder would be undersize and reamed in the field. It also assumed that the contractor would furnish templates to the subcontractor for the fabrication of splice plates, etc.

Prior to negotiations of the subcontract, the contractor became concerned about the fit of the girder in place through the reamed holes and decided to remove the requirement for drilling these holes. A subcontract substantially below the contractor's original estimate was executed but the contractor's field labor costs were increased by the difference between drilled holes and reamed holes. Subsequent to the execution of the subcontract, the State revised the details of construction and added some materials. The subcontract was increased accordingly.

The analysis of the furnish-and-fabricate item must consider 4 items of cost:

1.	Basic subcontract with A.B. Co.Co.	$395,200
2.	Revision of subcontract	29,310
3.	Furnish templates, 8 @ $3,000 ea.	24,000
4.	Additional field labor, 10 men, 4 weeks @ $11.60/Hr.	18,560
	Total	$467,070

This is sufficient justification to use the contractor's quotation of $464,700 for our analysis.

The two-year escalation cost reflects a re-negotiation two construction seasons following the originally anticipated date when the work could have been performed. It is true that the work in repairing Panel Point 3 only extends the time through a single construction season; however, the time required for repairing Panel Point 3 is only one of a series of delays which justify 593 days additional time. In effect, this is two full construction seasons.

The contractor's subcontract with Richardson and Gordon is included as a reimbursable cost since their employment by the

(more)

contractor can only be considered the act of a prudent man in view of the situation prevailing at the time. The responsibility of the girder fracture was undetermined at the time and in order to protect his position, it was necessary that the contractor have an outside consultant evaluate the situation. The State was in a similar situation at the time and reacted similarly by engaging Howard, Needles, Tammen & Bergendoff. Due to the apparent urgency of the situation and the obvious responsibility for materials and design, the boundaries within which Richardson and Gordon were instructed to work were valid.

The time extension back-up originally submitted was, perhaps, a little brief and possibly contributed to some confusion. Attached is a more detailed "Increase of Contract Time" justification narrative which should be substituted for the original submission.

Att.

cc F. B. Klaboe
A. E. Johnson
W. J. Hart
H. S. Coulter

RWE:dh ms

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 7248 Ends with: Contract # 7276 folder #5

FLASH CARDS: Begin Each Contract

Remarks: #7248 continues from reel 139
#7276 folder #5 continues on reel 141

Reel No. 140 Reduction Ratio 21:1 Project No. ____

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CAMERA OPERATOR'S CERTIFICATE

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I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm